

# GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month in the interest of progressive Grain Dealers.

Vol. XXIII. No. 4.

CHICAGO, ILL., AUGUST 25, 1909.

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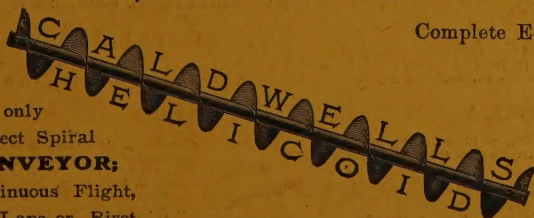
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# Directory of the Grain Trade

\*Member Grain Dealers National Association.

## AMARILLO, TEX.

Early Grain & Eltr. Co., whol. grain, hay, seed.

## ATCHISON, KANS.

Corn Belt Grain Co., recvrs. and shippers of grain.

## ATLANTA, GA.

Grege & Son, J., wholesale brokers, grain, hay.\*

## BALTIMORE, MD.

Baltimore Commission Co., grain, commission.  
Blackburn & Co. P., grain buyers, exporters.\*  
Boigiano & Son, J., dealers in field seeds.\*  
Clark & Sons, Thos. S., grain receivers.\*  
England & Co., Chas., grain, hay.\*  
Fahey & Co., John T., grain receivers and expts.\*  
Frisch & Co., J. M., grain and hay recvrs.\*  
Hammond, Snyder & Co., receivers, exporters.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Herzer & Son, Gustav, grain, seeds, hay.\*  
Johnston Co., Thos., grain receivers.\*  
Jones & Co., H. C., grain and hay.\*  
Kirwan Bros. Grain Co., grain and hay.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Muller Co., Louis, receivers and exporters.\*  
Pitt Bros. & Co., receivers and exporters.\*  
Robinson & Jackson, grain receivers.\*

## BATTLE CREEK, MICH.

McLane, Swift & Co., grain buyers.\*

## BINGHAMTON, N. Y.

Empire Grain & Eltr. Co., grain, feed shippers.

## BOSTON, MASS.

Alpine McLean Co., The, hay and grain.  
Buss Co., H. L., hay and grain commission.  
Cressey, Fred L., hay, grain, millfeed, commission.  
Eddy, Inc., C. F. & G. W., grain and hay.  
Faithful, S. E., grain and millfeed.  
Heathfield & Son, T. D., hay and grain brokers.  
Phelps Bros., grain, hay, straw.  
Ranlet Co., The, D. W., grain and millfeed.  
Ronald, Thos., domestic and export broker.  
Soper & Co., J. E., wheat, corn, oats.  
White & Co., W. A., grain receivers.

## BOURBON, IND.

Delp, Ettinger & Co., grain and mill feeds.

## BOZEMAN, MONT.

Benepe-Berglund Grain Co., Mont. oats and barley.

## BUFFALO, N. Y.

Alder & Stofer, grain commission.  
Buffalo Cereal Co., grain.\*  
Burns-Yantis Grain Co., grain commission.\*  
Churchill Grain & Seed Co., buyers, shippers.  
Electric Grain Elevator Co., grain buyers.\*  
Gallagher, Wm. B., salvage grain.  
Gisel & Co., Geo. H., grain, millfeed.  
Globe Elevator Co., grain commission.  
Heathfield, W. G., strictly commission.  
Irwin, Dudley M., barley.\*  
Pratt & Co., grain commission.  
Ratcliffe, S. M., grain and hay.  
Rubins & Bruso, grain receivers and shippers.\*  
Townsend-Vard Co., grain commission.  
Waters, Henry D., grain commission.  
Wohlens Grain Co., grain, millfeed.

## CAIRO, ILL.

Antrim & Co., H. S., grain and hay.\*  
Halliday Elevator Co., corn, oats.  
Redman, Magee & Co., grain.\*  
Thistlewood & Co., grain and hay.

## CEDAR RAPIDS, IOWA.

White Cereal Co., T. G., wheat wanted.

## CHICAGO, ILL.

Anderson & Co., W. P., grain commission.\*  
Armour Grain Co., grain buyers, exporters.\*  
Armstrong, B. S., grain commission.  
Balley & Co., E. W., grain commiss'n merchants.\*  
Barrell & Co., Finley, grain, stocks, provisions.\*  
Bennett & Co., Jas. E., receivers, shippers.\*  
Bentley, C. S., grain commission.  
Bogart, Maltby & Co., commission merchants.\*  
Burns-Yantis Grain Co., receivers, shippers.  
Chicago Grain Co., receivers, shippers.  
Cooke, M. E., grain commission merchant.  
Crighton & Co., grain commission.\*  
Dickinson Co., The, Albert, seeds.  
Dole & Co., J. H., grain and seeds.\*  
Doyle Bros., hay and grain.

## CHICAGO—Continued.

Ervin & Co., W. C., grain buyers and shippers.\*  
Finley, Sam., commission.\*  
Fitch & Co., Walter W. K., Mitchell, Mgr.  
Fraser Co., W. A., grain commission.\*  
Freeman Bros. & Co., grain, hay, straw.  
Gerstenberg & Co., grain, seeds.\*  
Hately Bros., grain and provisions.  
Hooper Grain Co., receivers, shippers.\*  
Hunter, W. W. & O. L., grain and feed.\*  
Lamson Bros. & Co., consignments solicited.\*  
Lynch & McKee Co., grain commission.  
Merchants Grain Co., commission merchants.\*  
Merritt & Co., W. H., grain, seeds.\*  
Paynter, H. M., grain commission.\*  
Peavey Grain Co., receivers, shippers.\*  
Perrine & Co., W. H., grain and commission.  
Pope & Eckhardt Co., grain and seeds.\*  
Pringle & Wing, grain and provisions.  
Regus Brothers, grain commission.\*  
Rogers & Bro., H. W., grain and seeds.\*  
Rogers Grain Co., buyers and shippers.  
Rosenbaum Bros., receivers, shippers.\*  
Rumsey & Company, grain commission.\*  
Savers, A. R., grain commission.\*  
Schiffelin & Co., P. H., commission.\*  
Shaffer & Co., J. C., buyers and shippers.\*  
Somers, Jones & Co., grain and field seeds.\*  
Sincere & Co., Chas. N. Y. stocks, Chicago grain.  
Thayer & Co., Clarence H., commission.  
Van Ness, Gardner B., grain commission.\*  
Wagner, E. W., receiver and shipper.\*  
Ware & Leland, grain, seeds.\*  
Wells & Co., T. E., grain commission.\*  
Winans & Co., F. E., grain and seeds.\*  
Wright & Co., John F., grain commission.

## CINCINNATI, O.

Allen & Munson, grain, hay, flour.\*  
Brown & Co., W. L., receivers and shippers.  
Consolidated Grain & Hay Co., grain, hay.  
Early & Daniel Co., grain and hay.\*  
Ellis & Fleming, grain and hay.\*  
Farger & Co., August, grain, hay, millfeed.\*  
Gale Bros. Co., grain, hay, feed.\*  
Interstate Grain Co., receivers and shippers.\*  
Union Grain & Hay Co., grain and hay.

## CLEVELAND, O.

Balley, E. I., grain and millfeed.\*  
Cleveland Grain Co., The, receivers and shippers.\*  
Schmitt, H., grain, hay, straw.\*  
Sheets Bros. Eltr. Co., The, grain, hay, straw.  
Star Eltr. Co., receivers grain, hay, straw.  
Strauss & Co., H. M., grain, seeds, hay.\*  
Union Elevator Co., grain, hay, straw.\*

## COLORADO SPRINGS, COLO.

Seldomridge Grain Co., grain dealers.

## COLUMBUS, O.

McAllister & Co., Jas. P., grain and hay.  
Seeds Grain & Hay Co., grain and hay.\*

## CRAWFORDSVILLE, IND.

Crabbe-Reynolds-Taylor Co., grain, seeds.\*

## CUMBERLAND, MD.

Marley & Co., grain and hay distributors.

## DAVENPORT, IOWA.

Rothschild Grain Co., D., grain merchants.\*

## DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.\*

## DENVER, COLO.

Ady & Crowe Mercantile Co., grain, hay.\*  
Ayres Merc. Co., The F. O., grain and hay.  
Best & Co., J. D., grain and hay.  
Cash Commission Co., grain and hay.  
Crescent Mill & Eltr. Co., flour and grain.  
Empire Feed & Fuel Co., hay and grain.  
Harrington-Plumer Merc. Co., grain and hay.  
Hungarian M. & E. Co., hay and grain.  
Longmont Farmers Mill & Eltr. Co., flour, grain.  
Scott, E. E., broker grain, cottonseed meal, bags.  
Thompson Merc. Co., W. F., hay and grain.

## DETROIT, MICH.

Dumont, Roberts & Co., receivers, shippers.\*  
Lapham & Co., J. S., recvrs. & shippers of grain.\*

## DULUTH, MINN.

Rich, J. S., dealer in grain, flour, millstuffs.  
Turle & Co., grain commission.

## FAIRBURY, ILL.

Keller, Emil, grain broker and track buyer.

## FORT WORTH, TEX.

Pt. Worth Grain & Ele. Co., receivers, shippers.  
Kohn, E. B. & D. C., grain and seed dealers.  
Smith Bros. Grain Co., buyers, shippers.  
Terminal Grain Co., receivers, shippers.

## GALVESTON, TEX.

Fordtran, J. S., grain commission merchant.  
Jockusch, Davison & Co., grain, hay exporters.  
Wisrodt Grain Co., wholesale grain eltr. facilities.

## GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

## HARRISBURG, PA.

Harrisburg Feed & Grain Co., grain, feed, hay.\*

## HOUSTON, TEX.

South Texas Grain Co., wholesale grain dealers.

## INDIANAPOLIS, IND.

Bassett Grain Co., The, grain and commission.\*  
Bradford & Son, J. M., grain merchants.  
Cooper & Oddy, grain and hay commission.  
Files-Greathouse Grain Co., grain comm'n's merchts.  
Finch & McComb, grain commission.  
Jordan & Montgomery, grain and commission.  
Kinney, H. E., receiver and shipper.\*  
Star Elevator Co., grain and hay commission.

## JACKSON, MICH.

Stockbridge Elevator Co., grain, beans, hay.\*

## JACKSONVILLE, FLA.

Browder & Haym, brokers, grain, hay.

## JERSEY CITY, N. J.

Long Dock Mills & Eltr., grain and hay.\*

## KANSAS CITY, MO.

Beach Grain Co., grain receivers.  
Beaton Grain Co., screenings and chickenfeed.  
Davis & Co., A. C., grain commission.\*  
Ernst-Davis Grain Co., commission.\*  
Fowler Commission Co., receivers and shippers.  
Goffe & Garkener, recvrs. and shprs. of grain.\*  
Hinds & Lint Grain Co., receivers, shippers.\*  
Missouri Grain Co., grain receivers.  
Kemper Grain Co., The, grain.  
Lichtig Grain Co., Henry, receivers, shippers.  
Moore-Lawless Grain Co., grain receivers.  
Moss Grain Co., barley a specialty.  
Pelroon-Lathrop Grain Co., commission merchts.\*  
Roehen-Carey Grain Co., grain, flour, millfeed.  
Simmonds-Shields Grain Co., grain and seeds.\*  
Smith & Son, J. Sidney, receivers, shippers.\*  
Steele & Co., H. H., grain and seeds.  
Thresher Fuller Grain Co., grain commission.\*  
Tomlin Grain Co., J. R., kafir corn.  
Vanderslice-Lynds Co., grain commission.

## KENTLAND, IND.

McCray, Morrison & Co., track buyers.\*

## LA FAYETTE, IND.

Heinmiller, F. G., grain shipper.

## LEXINGTON, KY.

Frost, David C., grain, seeds and hay.

## LITTLE ROCK, ARK.

Brook-Rauch Mill & Eltr. Co., corn and millfeed.  
Gossell, Fred L., recvrs., shprs., grain, hay.

## LOUISVILLE, KY.

Bingham-Hewett Grain Co., recrs. & shprs. grain.\*  
Brandels & Son, A., receivers and shippers.\*  
Callahan & Sons, electric eltr., recvrs. of grain.\*  
Edinger & Co., grain, hay, flour.  
Farmer & Sons, Ocar, hay and grain.  
Thomson & Co., W. A., grain receiver.  
Verhoeff & Co., H., receivers and shippers grain.\*  
Zorn & Co., S., grain.\*



# Directory of the Grain Trade

\*Member Grain Dealers National Association.

## LYNCHBURG, VA.

Peters, McHenry, grain and hay brokers.

## MEMPHIS, TENN.

Brode & Co., F. W., cottonseed meal.  
 Clarke, Burkle & Co., grain and hay commission.  
 Davis & Andrews Co., grain dealers.\*  
 Hasenwinkle Co., H. J., grain and hay.\*  
 Jones & Rogers, grain dealers.\*  
 Linz & Co., P. H., grain, mill & cottonseed prdts.  
 McLaughlin Coal & Grain Co., grain and hay.\*  
 Mulhern, J. F., public storage elevator.  
 Patteson & Co., G. E., receivers and shippers.\*  
 Pease & Dwyer Co., receivers and shippers.\*  
 Wade & Sons, John, grain and hay commission.\*  
 Webb & Maury, grain and hay.\*

## MIDDLEPOINT, O.

Pollock Grain Co., track buyers, grain, hay and straw, ear corn a specialty.

## MILWAUKEE, WIS.

Bell & Co., W. M., grain and seeds.\*  
 Bartlett & Son Co., L., grain commission.\*  
 Courteen, S. G., field seeds.  
 Donahue, P. P., grain, feed, mlg. wheat a spity.  
 Fagg & Taylor, grain merchants.\*  
 Franke Grain Co., grain and feed.\*  
 Gifford, L. W., grain commission.  
 Johnstone, A. L., grain comsn. Wis. rye specialty.  
 Kamm & Co., F. C., barley and rye.\*  
 Lauer & Co., J. V., grain commission.  
 Lowry & Co., I. H., grain commission.\*  
 Lyman Smith Gr. Co., shippers of choice grain.\*  
 Wirtz Grain Co., Raymond, shippers.

## MINNEAPOLIS, MINN.

Brown & Co., E. A., commission.  
 Cargill Commission Co., grain commission.  
 Cargill Elevator Co., field seeds.\*  
 Cooper Commission Co., receivers, shippers.  
 Dakota Cereal Co., grain, barley & oat specialists.  
 Davies & Co., F. M., grain commission.  
 Gatchell-Tanton Co., grain commission.  
 Hankinson & Co., H. L., grain commission.  
 McLaughlin & Co., W. S., grain shippers.  
 Minnesota Grain Co., grain commission.\*  
 McGuire-Atwood Co., grain commission.\*  
 McIntyre-Ferlich Co., grain commission.  
 Nye, Jenks & Co., grain commission.  
 Randall, Gee & Mitchell Co., grain commission.  
 Stair, Christensen & Thierman, com'n merchants.\*  
 Van Dusen-Harrington Co., commission.\*

## MOBILE, ALA.

Bradley & Co., James I., wholesale grain brokers.

## NASHVILLE, TENN.

Hughes Warehouse & Elev. Co., grain.  
 Kendrick-Roan Grain & Elev. Co., recvrs., shprs.\*  
 Miller & Co., grain commission.\*  
 Wilkes & Co., J. H., recvrs. & shprs. grain, hay.\*

## NEWARK, N. J.

Smith & Wallace Co., J. C., recvrs., shippers.

## NEW ORLEANS, LA.

Leonhardt & Co., A. F., grain and hay.\*

## NEW YORK CITY.

Bradshaw Co., popcorn and cereals.  
 Clearman & Stenson, buyers of cash grain.  
 Cushing & Brandt, grain and cottonseed oil.\*  
 Forbell & Kipp, grain commission.\*  
 Morey Co., L. A., grain brokers.\*  
 Morris & Co., Chas. B., grain, feed, hay.  
 Keusch, Otto, off grade grain, grain broker.\*  
 Ramey, Charles C., grain, hay, feed.\*  
 Reinhardt & Co., Geo. N., grain and hay.

## NORFOLK, VA.

Powers, L. W., wholesale broker, grain, hay, feed.

## OGDEN, UTAH.

Western Grain & Brokerage Co., grain, seeds, potatoes.

## OKLAHOMA CITY, OKLA.

Kolp, E. R. & D. C., grain and seed dealers.

## OMAHA, NEB.

Beal-Vincent Grain Co., receivers, shippers.  
 Evans Elevator Co., receivers and shippers.\*  
 Chambers, W. H., grain broker.\*  
 Conrad, J. H., grain, established 1884.  
 Crowell Lumber & Grain Co., recvrs., shippers.  
 Huntley, E. E., grain commission.  
 Lyons & Son, Geo. H., grain brokers.  
 Nebraska-Iowa Grain Co., receivers & shippers.\*  
 Middle-West Elevator Co., receivers and shippers.\*  
 Nye-Schneider-Fowler Co., receivers, shippers.  
 Omaha Elevator Co., receivers and shippers.\*  
 Roberts Grain Co., grain commission.  
 Thompson Grain Co., grain dealers.  
 Trans Mississippi Grain Co., recvrs. & shprs.\*  
 Union Grain & Elevator Co., receivers, shippers.  
 Updike Grain Co., grain dealers.\*  
 Weekes Grain & L. S. Co., commission merchants.  
 Welsh-Paddock Co., grain merchants.

## OWENSBORO, KY.

Owensboro Grain Co., receivers and shippers.

## PENSACOLA, FLA.

Bonaacker Bros., brokers, grain, hay and millfeed.

## PEORIA, ILL.

Miles, P. B. & C. O., grain commission.\*  
 Mosiman Grain Co., grain receivers.\*  
 Tyng, Hall & Co., grain commission.\*

## PHILADELPHIA, PA.

Baringer, M. F., grain and millfeed.\*  
 Buckley & Co., J. M., receivers and shippers.\*  
 Clevenger, S. J., buyer and commission.  
 Delp, Ettinger & Co., grain and mill feeds.\*  
 Dunwoody Co., E. L., flour, grain, feed.\*  
 Edenborn, Harry M., grain broker.  
 Fraser, C. C., grain broker.  
 Killpatrick & Co., John A., grain, hay, straw.  
 Miller & Sons, L. F., grain, seeds, hay.\*  
 Paltz & Co., J. B., grain and feed.  
 Rosenkrans-Snyder Co., grain and mill feeds.\*  
 Richardson Bros., grain, flour, millfeeds.\*  
 Rogers & Co., E. L., grain, hay.\*  
 Stiles, A. Judson, grain and millfeed.  
 Walton Bros., grain and feed.\*

## PIQUA, OHIO.

Kress, Harry W., track buyer grain, hay, straw.\*

## PITTSBURG, PA.

Clark Grain & Hay Co., grain and hay.  
 Elwood & Co., R. D., hay and grain.  
 Foster, C. A., grain, hay, feed.\*  
 Geldel & Dickson, grain and hay.  
 Herb Bros. & Martin, grain, hay, feed.  
 McCaffrey's Sons Co., Daniel, grain, hay.\*  
 McCague, R. S., grain, hay.\*  
 Morton Grain & Hay Co., grain, hay, feed.  
 Smith & Co., J. W., grain, hay, feed.  
 Walton, Sam'l, grain and hay.

## PORTLAND, ME.

Merrill, Edward P., grain broker.

## RENSSELAER, IND.

Babcock & Hopkins, grain shippers.

## RICHMOND, VA.

Beveridge & Co., S. T., grain, hay, seeds.\*  
 Fairbank & Co., S. G., grain, hay, seeds.

## SAGINAW, MICH.

Carr Co., The H. W., shprs. oats, rye, hay.

## SAVANNAH, GA.

Browder & Haym, brokers, grain, hay.

## SIOUX CITY, IOWA.

Ballard Co., F. C., receivers, shippers, options.  
 Central Grain Co., grain merchants.  
 Fields & Slaughter Co., grain, hay, feed.  
 Interstate Grain Co., buyers and shippers.  
 Shepherdson Co., M. T., grain dealers.\*

## ST. JOSEPH, MO.

Elwood Grain Co., grain merchants.  
 Gordon, T. P., grain dealer and broker.\*

## ST. LOUIS, MO.

Botto Gr. Co., Jno. V., receivers, shippers.  
 Byrne & Co., Daniel P., grain, hay, seeds.\*  
 Connor Bros. Co., grain.  
 Fresh Grain Co., Chas. M., comsn. futures.  
 Goffe & Carkner Co., grain commission.\*  
 Green Com. Co., W. L., grain.\*  
 Mullaly Com. Co., John, grain, hay, seeds.\*  
 Nanson Commission Co., grain commission.\*  
 Orthwein Grain Co., Wm. D., grain.  
 Picker & Beardsley, grain and grass seed.\*  
 Slack-Fuller Grain Co., grain commission.\*

## SPRINGFIELD, ILL.

Bralnerd, James L., grain buyer and shipper.

## TERRE HAUTE, IND.

Bartlett, Kuhn & Co., receivers and shippers.\*

## TOLEDO, O.

Coon Grain Co., The, J. J., grain and seeds.\*  
 DeVore & Co., H. W., grain and seeds.  
 Goemann Grain Co., grain buyers.\*  
 King & Co., C. A., grain, clover seed.\*  
 McCabe Grain Co., grain and seeds.  
 Morehouse & Co., W. H., grain and seeds.  
 National Milling Co., cash buyers wheat.\*  
 Rundell & Co., W. A., grain, seeds.\*  
 Southworth & Co., grain commission.\*  
 The Toledo Field Seed Co., clover, timothy.  
 The Toledo Salvage Co., salvage grain.  
 Wickenheiser & Co., John, grain, millfeed.\*  
 Zahn & Co., J. F., grain, seeds.\*

## TOPEKA, KANS.

Gall, J. E., strictly commission business.  
 Jolley & Blanchard, grain merchants.

## TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.

## VERNON, TEX.

Texas-Oklahoma Grain Co., grain, seeds, hay.

## WICHITA, KANS.

Empire Grain Co., wholesale grain.  
 Heenan & Co., David, grain commission.  
 Kolp, E. R. & D. C., grain and seed dealers.  
 Norris Grain Company, commission, recvrs., shprs.  
 Probst & Sons, Herman F., grain com. merchants.  
 Robb, J. C., milling wheat and consignments.\*  
 Tri-State Grain Co., country run mlg. wheat.\*  
 Western Grain Co., The, wholesale grain, seeds.  
 Williamson Grain Co., J. E., O. D. Hollis, mgr.

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**BEACH GRAIN CO.**  
**COMMISSION**  
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
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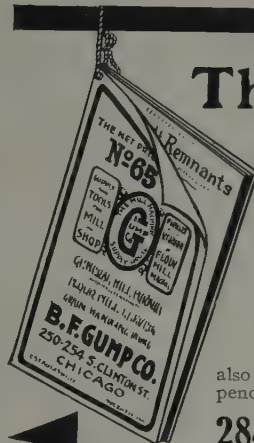
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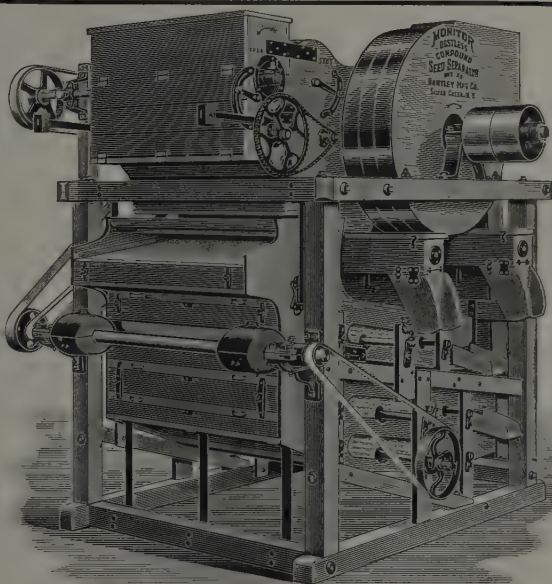
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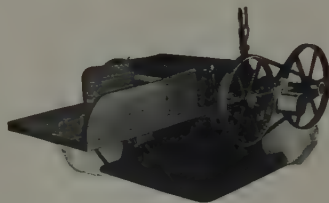
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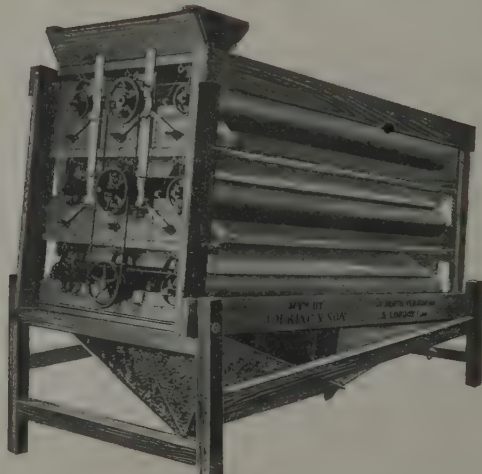
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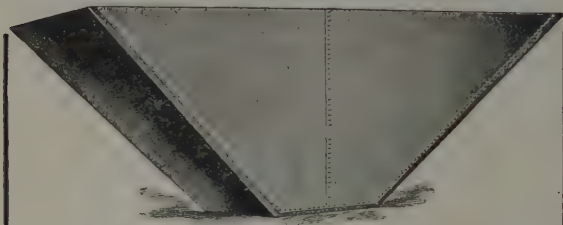
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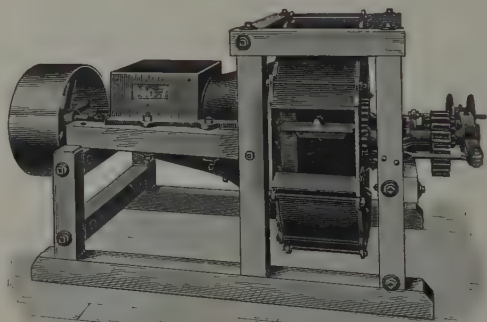
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A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 204 pages of linen ledger paper, size, 8x13½ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Order Form 43.

PRICE, \$2.25

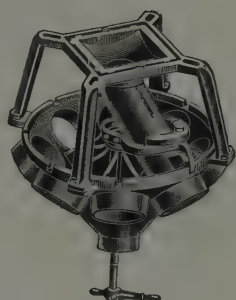
**GRAIN DEALERS JOURNAL**  
255 La Salle St., Chicago, Ill.

### Consign Your LIVE STOCK to Benedict, Murray & McDowell

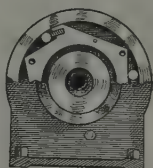
**U. S. Yards, CHICAGO**

OUR pens are located in the center of the Yards. A member of the firm is always at the head of both the cattle and hog departments. Our financial standing is unquestioned. We will be pleased to furnish market reports by wire or letter.





Automatic Signaling Non-Mixing Distributor



Automatic Shaft Ratchet

## HALL SPECIAL ELEVATOR LEG

The success of an elevator leg depends upon the equipment.

You are not satisfied at this late date to put money in a leg equipment, (that means, in many instances, over a thousand dollar investment) without knowing positively, that you are to get the best results for your special needs, and you ought not to be satisfied. It is not business.

Anybody can tell you what is the best Distributor, or Boot, or Belt, or Buckets.

The efficiency however, of each is curtailed, and much impaired, if opportunity is not afforded to utilize their full merits.

For instance, very little advantage is obtained from a Non-chokable Boot, which permits the complete filling of the cups, if they cannot be lifted when full; or, if lifted, are so shaped or speeded, that they cannot be emptied except down the back leg. Or if proper cups are used, but cannot be filled, or discharged?

These, and many other defects of like nature, which handicaps a meritorious device, and neutralizes the benefits one is entitled to by its use, has shown the necessity of planning and equipping, an entire elevator leg, that will be equal in all respects, to the efficiency, and advantages of each of the Hall devices.

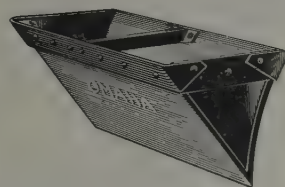
We have, therefore, provided the Hall Special, to supplement the Distributor and Boot; including specially designed buckets of great capacity for complete discharge, in each special case, correctly spacing them on the belt; proper speeding; with head pulley of proper size, each item especially adapted in each case, for harmonious operation of the whole.

The increased capacity obtained by the Hall Special, so reduces the sizes needed, that certain fixed results are obtained at lower first cost than is possible with any other.

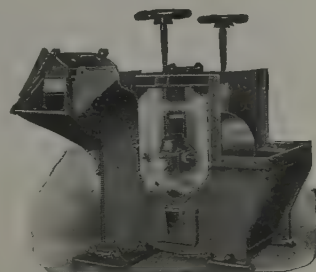
We GUARANTEE RESULTS, in bushels per hour, to be tested out after installation and before settlement.

Furnish us the necessary data in your case, on our blanks, and we will be pleased to specify a perfect equipment for your needs.

Commence NOW to get results that cannot be otherwise obtained.



Great Capacity, Complete Discharge



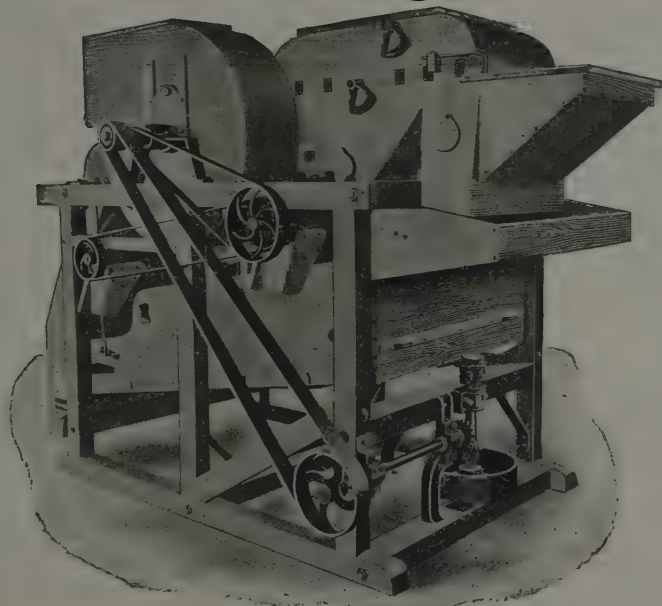
Non-Choking Boot

## Hall Distributor Co.

222 Ramge Building,

Omaha, Nebr.

# Ohio Oscillating Corn and Grain Cleaner



ITS construction is such that the spouting to and from the cleaner can be done easily. The best seasoned hardwood is used in the frame—well braced, firmly mortised, tenoned and bolted together with joint bolts. The rigidity of the frame is maintained by iron braces, which absolutely prevent it from getting out of alignment. It is compact, and is so constructed that the cleaner can easily be converted into a right or left hand when installing.

All bearings are babitted with the best high grade babbit metal.

The machine derives its motion from the fan shaft. The vertical eccentric shaft is driven by a pair of noiseless cut bevel gears from the lower counter, which is driven direct from the fan shaft. The eccentric on upper end of vertical shaft gives an oscillating movement to the shoe which carries the screen. The opposite or discharge end of the shoe moves between two roller guides, which prevents it from swinging sideways; and is suspended by heavy adjustable wrought iron rods. The gyrating wheel on vertical shaft is perfectly balanced, which insures smooth, easy running, and absorbs any uneasy shake or vibration.

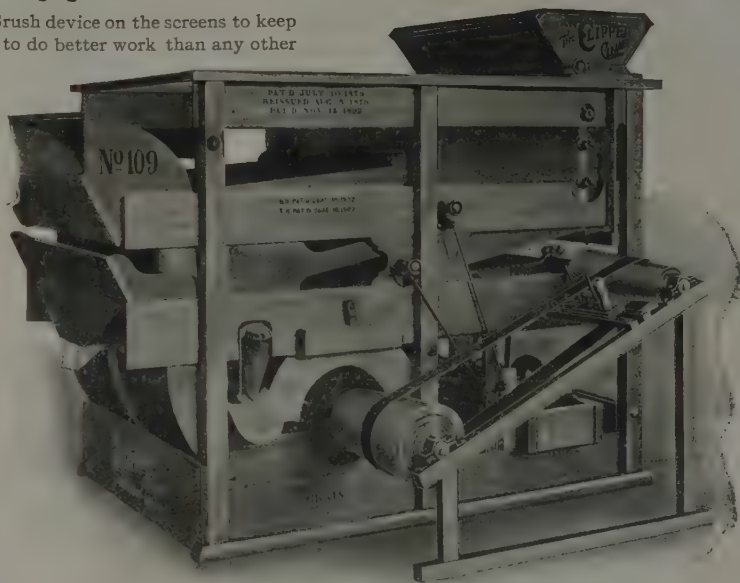
We manufacture a complete line of Elevator Equipment and we will furnish you any machine or equipment you need.

**THE PHILIP SMITH MANUFACTURING COMPANY, SIDNEY, OHIO**

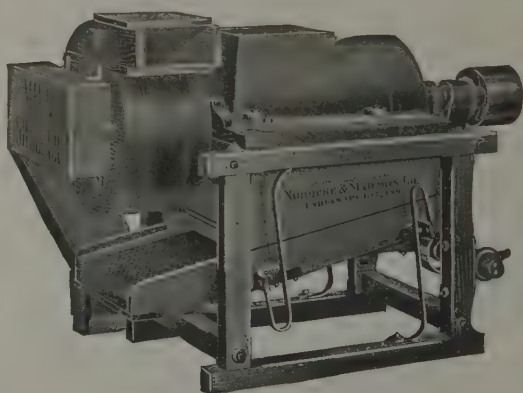
# The No. 109 Clipper Seed and Grain Cleaner

Shown here has our perfect Traveling Brush device on the screens to keep them from clogging, which enables it to do better work than any other cleaner. It also has our Special Air Controller, which an experienced man will see at a glance is a perfect device for regulating the Air Blast. It has three full length screens and one-half length scalper screen which makes it very desirable for handling dirty or chaffy seed, grain or corn. The excellent results obtained on this machine and the small amount of power required by it will surprise you if you have not operated one of our Cleaners.

We guarantee it to give perfect satisfaction on clover or timothy seed or any kind of grain and it can be operated with one-fourth the expense for power of any suction cleaner on the market. If you are looking for a first-class, up-to-date cleaner of good capacity, we would be glad to send you catalog and give prices and particulars upon request.



**A. T. FERRELL & CO., SAGINAW, W. S., MICHIGAN.**



## MILL SHELLER

A Combined Sheller and Cleaner for small mills and country elevators. Simple, durable and economical. Cylinder discharges on head end of shaker, thus obtaining full benefit of screens. The most

efficient combined machine of small capacity on the market. Built in two sizes, 40 to 100 bushels capacity. Send for Catalog 568.

Our line includes mill and elevator supplies of all kinds, power connections, grain handling appliances and many special machines for mills and elevators.

Estimates cheerfully furnished.

## NORDYKE & MARMON CO.

**America's Leading Mill Builders**

Established 1851.

**INDIANAPOLIS, IND.**



## NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

Made in Several Sizes, Both Stationary and Portable Styles

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

### Speaks for Itself:

Galveston, Texas; May 12, 1908.

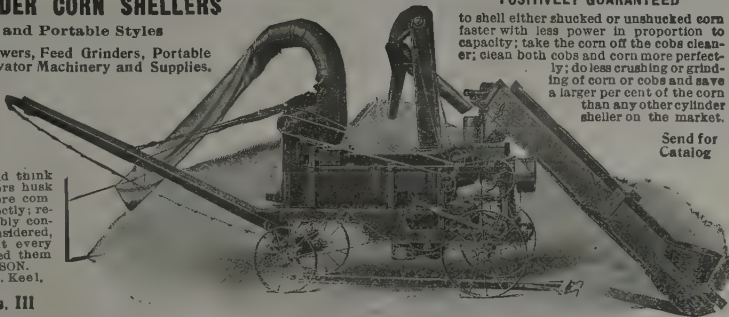
Marseilles Mfg. Co., Marseilles, Ill.

Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 15 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; require less power in proportion to capacity; are more durably constructed and costless, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.

KEEL & SON,  
By J. Z. Keel,

MARSEILLES MFG. CO. Marseilles, Ill.

Branch Houses and General Agencies at Principal Distributing Cities.



### POSITIVELY GUARANTEED

to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

Send for  
Catalog

## Record of Cars Shipped

Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches, and contains 160 pages of linen ledger paper, 29 lines to each page, and has spaces for recording the foregoing facts regarding 2,230 carloads. It is well bound in strong boards with leather back and corners.

Order Form 385. PRICE, \$1.50.

**GRAIN DEALERS JOURNAL**

255 La Salle Street, CHICAGO, ILL.

## Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380.

Price, \$1.50

**GRAIN DEALERS JOURNAL**

255 La Salle Street, CHICAGO, ILL.

## "EUREKA" GRAIN DRYERS



remove any desired percentage of moisture from the grain, conditioning it for shipping or storage with perfect safety.

Every kernel is uniformly conditioned without checking.

Drying process automatic and continuous.

Can be used as conditioner with cold air only.

Absolute satisfaction guaranteed.

Built in capacities from 10 bushels to 1000 bushels per hour.

SOLE MANUFACTURERS

**THE S. HOWES CO.**

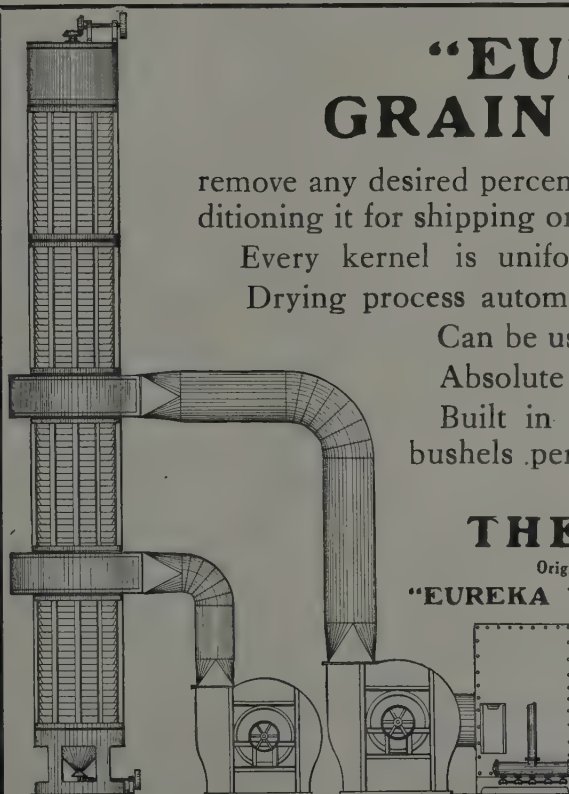
Originators of the Highest Grade of Grain Cleaning Machinery.

"EUREKA WORKS:"

SILVER CREEK, N. Y.

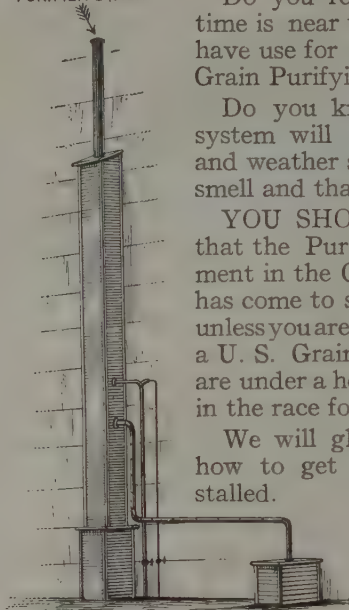
### REPRESENTATIVES:

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J. Q. SMYTHE, 1513 FLETCHER AVE.,	INDIANAPOLIS, IND.
E. R. WATSON, 223 E. KENTUCKY ST.,	LOUISVILLE, KY.
WM. WATSON, GREEN'S HOTEL,	PHILADELPHIA, PA.



**MR. ELEVATOR OWNER!**

PURIFIER STACK



Do you realize that the time is near when you will have use for an up-to-date Grain Purifying System?

Do you know that our system will remove water and weather stains, ground smell and that musty odor?

YOU SHOULD KNOW that the Purifying Department in the Grain Business has come to stay, and that unless you are equipped with a U. S. Grain Purifier you are under a heavy handicap in the race for profits.

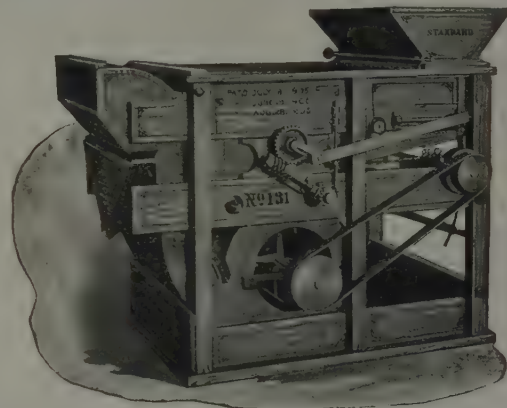
We will gladly tell you how to get a System installed.

Write  
at  
Once

**U.S. Grain Purifier Company**

EARL PARK, IND.

IN the July 25 issue of the Journal we called your attention to the Blast Regulator of our machine. **NOW THE BRUSHES.** There are separate brushing devices for the Standard Cleaners which may be placed under each screen. All adjustments may be made while the machine is in motion. The brushes set solidly against the screens, and keep them working to full capacity by insuring clean screens. The brush travels **lengthwise** of each screen, whereas in most cleaners it moves crosswise and destroys the meshes.



There are other unexcelled points about this machine which we tell you about if you will write us. For any kind of a cleaning machine write the

**International Mfg. Co.**

CRESTLINE

OHIO

**You'll Be Happy**

with a

**NEW ERA**

**Passenger Elevator**

It's the **Easiest Running**  
**Safest**  
**Best**

It has many exclusive features  
Write for further information  
and prices.

**Sidney Elevator Mfg. Co.**  
SIDNEY, OHIO.

**Corn and Oat Tables**

—ON CARDS—

Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flax-seed, ear corn and oats up to 4,000 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors on heavy bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered 50 cts.

**Grain Dealers Journal**

255 La Salle St.

Chicago, Ill.

THE  
**RELIANCE AUTOMATIC  
DUMP CONTROLLER**



does not require time or labor in operating, is a tin the road in the sink or in driveway. It is simple, durable and easily attached to any drop dump. All prominent elevator contractors recommend it.

In our experience in grain elevator building we find there is often a great objection raised by the farmers about the hard dropping of their wagons in dumping; also that expense often accrues to grain men for repairs to wagons broken in this way.

It has been in use over the central grain states two years. We have letters from a great number of users who speak of it in the highest terms, and say they will not do without it.

We guarantee it to give satisfaction.

Shipped on 30 to 60 days trial. Price, \$12.00—Yours truly,

**RELIANCE CONSTRUCTION CO.**  
INDIANAPOLIS, IND.

**WUD U SELL OUT?**

Then read the advertisements in the "Elevators Wanted" column of the Grain Dealers Journal, or better still, advertise your property in the "Elevators For Sale" columns of the Grain Dealers Journal, and get your own price for it. Ads in this column cost only 15 cents per line, yet bring quick returns.

**Grain Dealers Journal, 255 La Salle St., Chicago**

**MILWAUKEE BAGS.**

for grain, feed, flour or any other kind of produce.  
New and second hand. Twine for sewing and tying.

**MILWAUKEE BAG COMPANY, Milwaukee, Wis.**

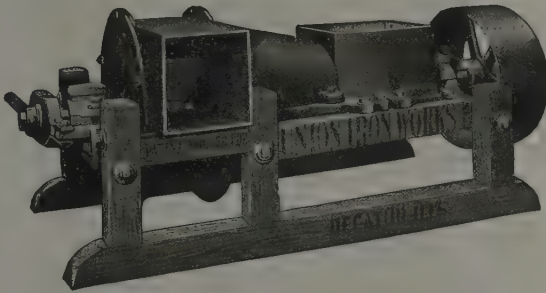
**Drive**

Your business. Hitch up with an ad. in the Grain Dealers Journal. You will then have a pleasant and profitable ride.



# SHELLERS

Must be run overtime if the 1909 corn crop is properly handled. You know it is not economy to start handling an enormous crop with a poorly constructed or a worn out sheller, as it will be sure to break down when you have contracts to fill, cars to load and men waiting to do the work.



"Western," Pitless Warehouse Sheller

Although orders are coming in rapidly for "Western" Shellers and Cleaners we can care for a few more for prompt shipment. Do not postpone ordering until every other elevator man orders one by wire as you may suffer disappointment. Take time by the forelock and make sure that you are fully prepared to handle the crop advantageously before it begins to move.

Write for our new Catalog No. 26 showing everything needed in a first-class elevator.

**UNION IRON WORKS**

**Decatur, Illinois**

## SET OF BOOKS FOR GRAIN DEALERS

COMPLETE FOR \$3.50.

### A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in full heavy canvas covers.

### A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks. It contains 76 double pages, with room for records of over 2,260 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

**GRAIN DEALERS JOURNAL**

255 La Salle St., Chicago, Ill.

## The Grain Dealer

has no fear of immature corn, wet harvests or late planting if he has a

## Hess Grain Drier

for he knows that Hess Dried Corn, dried with warm air and cooled with fresh air is best for shipping, best for milling, and best for storing. Equip your elevator now with a HESS DRIER and be ready for business. You will then not only be insured against loss but enabled to make a profit on out of conditioned grain which your competitor, having no drier, cannot handle.

**BOOKLETS FREE.**

**Hess Warming and Ventilating Co.,**

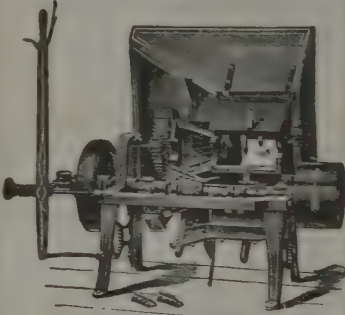
907 TACOMA BUILDING,

**CHICAGO.**

**Bowsher Feed Mills**

(SOLD WITH OR WITHOUT ELEVATOR.)

Grind ear corn (with or without shucks) and  
Grind all kinds of small grains; *separately or  
mixed*. Will grind *Kaffir Corn* in the *Head*.  
Have *Conical Shaped Grinders*. CAN RUN  
EMPTY WITHOUT INJURY.

**Different From All Others**

**Lightest Running**  
Best Built. Finest Finish.

**HANDIEST TO OPERATE**

SEVEN SIZES: From 2 to 25 h. p. (Also  
make Sweep Mills, both Geared and Plain.)

**They are Built for Business.**

THE N. P. BOWSHER CO., South Bend, Ind.

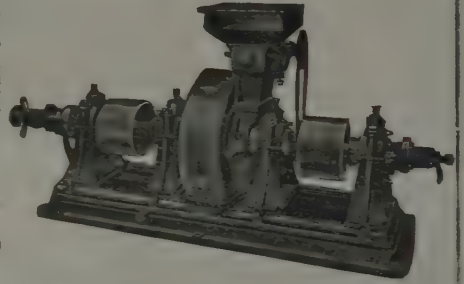
**Your Profits**

at the end of the year are shown by the  
amount of cash you have. You will  
find the feed grinding end of your  
business very profitable if you have a

**Monarch  
Feed Mill**

Let us prove it to you by sending you  
one on trial. **WRITE US**

**SPROUT, WALDRON & CO**  
P. O. 260, MUNCY, PA.

**Grain Dealers' Scale Tickets—Book No. 51**

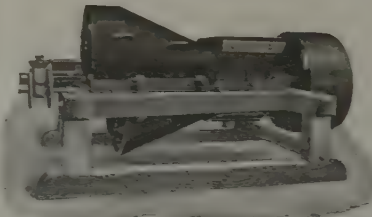
This scale book contains 100 pages 8x11½ inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net.....bushels.....pounds, Price, Dollars and Fees.

It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them. Book No. 51, Price 75 cents. Address: GRAIN DEALERS' JOURNAL, 255 La Salle Street, CHICAGO, ILL.

**AUTOMATIC SCALES**

FOR MILLS AND ELEVATORS

National Automatic Scale Company  
BLOOMINGTON, ILL.

**Get ready for the  
New Crop.**

To handle this crop to best advantage you will need  
a VICTOR CORN SHELLER and CORNWALL CORN CLEANER.

Both machines are standard and leaders of their class.

For efficiency, capacity, strength and durability they have no equal.

They possess valuable features, possessed by no other sheller and cleaner.

We furnish complete machinery equipments for Grain Elevators. Malt Houses. Cereal.  
Corn, Feed, Flour and Cement Mills.

We also make Scourers, Oat Clippers, Dust Col-  
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Grain Dryers of all capacities.

*Write for latest circular and prices.***BARNARD & LEAS MFG. CO.**

MOLINE, ILL.

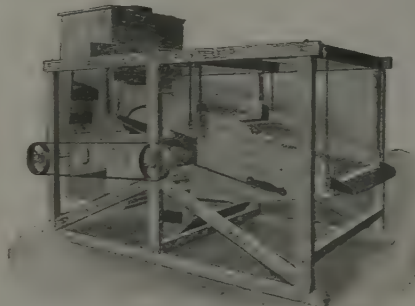
SPECIAL SALES AGENT:

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1330 MONADNOCK BLOCK

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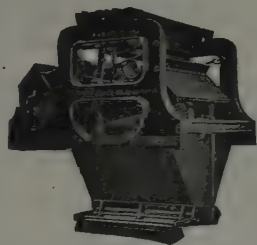
CHICAGO, ILL.





## AVERY AUTOMATIC SHIPPING SCALES

USE THE SCALE recognized by the  
Railroads and Grain Terminals



"On Nov. 27th we filed a claim with the R. R. Co. for \$15.92 being loss of 27 bushels of corn from car shipped from Stronghurst to Chicago, this corn being weighed by Avery Automatic Scale. There was NO RECORD of the car leaking, when it arrived at Chicago, but we received payment for the claim on Dec. 15th. Stronghurst, Ill., W. H. Perrine & Co., Dec. 21, 1908."

### Avery Scale Co.

North Milwaukee

Wisconsin

#### BRANCHES

New York  
Chicago  
St. Louis

Boston, Mass.  
Chambersburg, Pa.  
Des Moines, Ia.

Indianapolis, Ind.  
Kansas City, Mo.  
Minneapolis, Minn.

## Are You Insured

against leaky cars or theft in transit? If not, let us write you an ironclad policy and insure you payment for every bushel shipped.



Our insurance involves your using a RICHARDSON AUTOMATIC SCALE to weigh your grain, thus giving you a positive and accurate record of all grain leaving the elevator. From this you can collect for leakage or theft.

You need this for this crop—don't delay—let us write up the agreement at once.

### RICHARDSON SCALE CO.

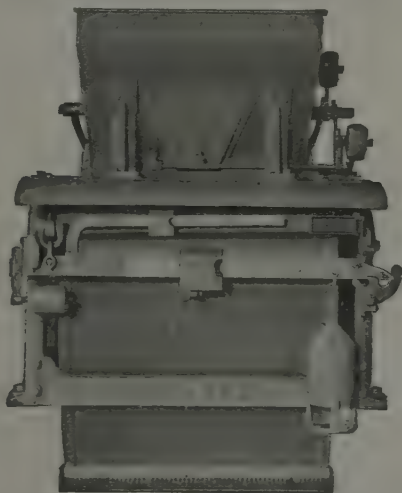
6 Park Row, New York, N. Y.

122 Monroe St.  
Chicago, Ill.

413 Third St. South,  
Minneapolis, Minn.

## The Sonander Automatic Scale

is a Standard scale provided with simple parts which cause continuous and automatic weighing. The beam comes to a balance with each draft so the user can see each weighed.



For the purpose of testing, any draft after being automatically weighed can be held in the weigh hopper and reweighed by hand in half a minute on the Sonander just as on an ordinary scale. The Sonander is self testing, no platform or other scale is required. Requires less space than others. Of course it is cob proof.

The Winters-Coleman Scale Co.  
SPRINGFIELD, OHIO.

## RECEIVING AND STOCK BOOK.

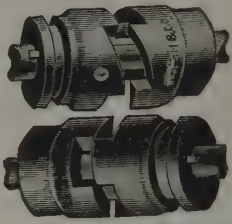
Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net lbs. price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9 x 12 inches, giving room for recording 3200 wagon loads.

Order Form 321. Price, \$1.50.

## GRAIN DEALERS JOURNAL

255 La Salle Street,  
CHICAGO, ILL.



### JAW CLUTCH COUPLINGS

Will save use of power by cutting off idle machinery. Special Cut Price Now.

**GRAIN DEALERS SUPPLY CO.**

Elevator Machinery

305 South 3rd St., Minneapolis, Minn.

Branch Office: 219 Grain Exchange, Sioux City, Iowa

### Any Weight

of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price \$5.00

**GRAIN DEALERS JOURNAL**

255 La Salle Street

CHICAGO - ILLINOIS



**BUFFALO**  
**GRAIN TESTER**  
**WITH HOPPER**  
**FOR FILLING CUP**  
**INSURES ABSOLUTE**  
**ACCURACY**

**BUFFALO SCALE CO.**  
CHICAGO - BUFFALO - NEW YORK

### ELEVATOR OPERATORS AND GRAIN DEALERS

Everyone who wants the best equipment and supplies should send, at once, for a



It tells all about sizes and shows various styles of practical, up-to-date appliances. You should be sure to get a copy of this book before buying any supplies of any kind. Simply address

**BURRELL MFG. CO., 253 So. Jefferson Street, CHICAGO**

The ONLY Car Loader  
That Will Not  
Damage the Grain.

### COMBINED Grain Cleaner and Pneumatic CAR LOADER



North Manchester, Ind.,  
August 15, 1907.  
Mattoon Grain Conveyor,

Mattoon, Ill.  
Dear Sirs: Enclosed find our check for the car loader. We are very much pleased with this combined cleaner and loader and don't see how we could get along without it. It certainly is a complete success. We have had experience enough with many different makes of loaders to know that it is difficult to get a loader that will load cars perfectly and that too without breaking or grinding the grain, but this will load a car perfectly without damaging the grain, and on the contrary materially improves it by the strong current of air passing through the grain. To understand what a complete success this loader is one must see it work. We like it well enough that we expect to put in one or two more soon. Very truly,  
KINSEY BROS.

THESE PARTIES ARE NOW INSTALLING THEIR THIRD MACHINE.

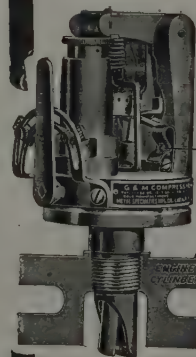
The ONLY Machine  
that Will Clean and Load  
at the Same Time.

For Descriptive Circular  
and Prices — Address:

**Mattoon Grain  
Conveyor Co.**  
**MATTOON, ILL.**

### G. & M. Compression Igniter

A Revelation in Gas Engine Ignition



This igniter is suitable for all types of internal combustion engines. It may be screwed in place of your jump spark, hot tube or mechanical make and break igniter.

**We Can Save  
You Money**

by increasing the efficiency of your engine. We ignite the charge at

the proper moment under all conditions of load and speed.

Other results are: easier starting; greater power; steadier running; no mis-fires; less straining and jerking of the engine.

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In November 1902 we sold a Boss Car Loader to Jacobsen & Beall, Niantic, Ill., who where succeeded 4 or 5 years ago by the Niantic Farmers Elevator Co.

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**MAROA MANUFACTURING CO.,**

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**USE GAS, GASOLINE OR KEROSENE**

make a dependable power for Elevator and Mill work. Your plant is running in one minute, no time lost getting ready for short runs. The equipments are complete and conform to insurance rules.

**FIVE YEAR BOND GUARANTEE**

Our elevator engines have wiper feed oil systems, vertical valves auto noiseless mufflers and many other advantages. If you use the **WITTE** you help us advertise. So write for our introducing proposition stating size wanted.

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For the wiper spark igniter, positively driven, never fails to fire a charge of fuel.

Mechanically operated valves admit fuel charge into cylinder at atmospheric pressure, increasing the efficiency of the engine.

Foos Engines are built in the largest exclusive gas engine plant in America, having the advantage of superior shop equipment, are accurately machined and carefully erected, avoiding friction losses usual to most engines.

Write for catalog No. 20, giving all details regarding Foos Engines.

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Operators of Gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance:

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**Plain Gas Engine Sense**, by E. L. Osborne, Price, \$1.00.

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Give the matter of the engine you will install a little careful thought now and you will avoid a world of worry after a while.

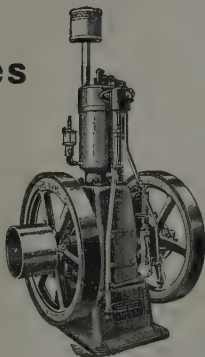
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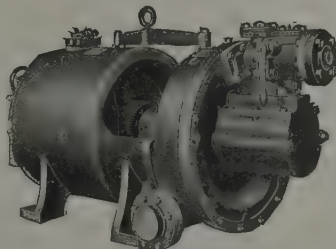


When electric light is wanted—  
Wherever boilers are used—  
Where electric Central Station service is not available—



## The ideal current source is a Curtis Steam Turbine Generator

No matter where your plant is located or how much or little work it does in a day—it needs electric light. Little planing mills as well as immense plants in the big lumber producing districts have need for the best light



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**ELEVATORS FOR SALE.**

FOR SALE OR LEASE—My elevator in Iowa. Good reasons for selling. Address Chance, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Ill., Iowa and Ind. elevators. Some with lumber and coal in connection. Make your wants known, we can locate you. Address Potter, Davis & Co., Galesburg, Ill.

WE SELL ELEVATORS AND MILLS ALL THE TIME on merits, in interest of regular dealers, NO OTHER WAY. No buyer gets in wrong when he buys of JOHN A. RICE, FRANKFORT, IND.

FOR SALE—20,000 bu. elevator on the Great Northern Ry. in Douglas Co., Minn. Excellent location, doing good business. No trade. Address P. O. Box 15, Chamber of Commerce Station, Minneapolis, Minn.

FOR SALE—Elevators in the corn belt of Ohio and Indiana. Have several choice propositions. Give us an idea of where you would like to locate and the amount you desire to invest. Tri-State Elevator Co., Hicksville, O.

ELEVATOR and coal business for sale on Wabash R. R. in Western Illinois. Elevator 7,000 bu. capacity, in first class running order. Will sell worth the money. Address Walt, Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE: A 20,000 bu. capacity Elevator. Gasoline Engine, Dump Scale, in first-class condition. Located in Southeastern Minnesota on C., M. & St. P. Ry. Receipts over 100,000 bu. Good business. Write R. E. JONES CO., Wabasha, Minn.

FOR SALE—Small line of elevators, doing a good business, in the best part of Southern Minnesota where crop prospects never looked better at this time of year. Reason for selling; too much other business to attend to. Address Lock Box 99, Henderson, Minn.

FOR SALE—A frame, iron roof elevator, 35,000 bushels capacity, five dumps, steam power, on the Illinois Central and Vandalia Railroads. This elevator handles from 150,000 to 200,000 bushels annually. Will give some time on deferred payment. Address John M. Cox, Arcola, Ill.

FOUR ELEVATORS FOR SALE—White Rock, S. Dak. Price \$7,000. Receipts last year 125,000 bus. Good station, no fight on the market. We made last year at this station \$3,500, and crop prospects for this year are big. Capacity 25,000 bus. Have best buyer at White Rock and would want to have him go with the house. Clinton, Minn., 35,000 bu. house. Price \$6,000. Splendid crop prospects. Have the best buyer in that vicinity. Will guarantee good profits. Montevideo, Minn., 35,000 bus. capacity elevator. Price \$6,000. On the main street; best location in town of only four elevators. Immense territory to draw from, and there will be a big and profitable business done at this elevator this year. Granite Falls, Minn., 15,000 bus. capacity. Price \$2,500. Has the best buyer in town and gets most of the wheat. We have the above elevators for sale; locations are excellent. We are selling out because we burned out at Montevideo. Address Montevideo Roller Mill Co., Red Wing, Minn.

**ELEVATORS FOR SALE.**

FOR SALE—Good grain, hardware, and implement business in Central Iowa. Address J. C., Box 2, Grain Dealers Journal, Chicago, Ill.

A GOOD PAYING ELEVATOR in Northeastern Indiana for sale. A bargain if sold soon. Address Bargain, Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE:—1st class Ohio plant, at 75c on the dollar, as I expect to retire from active business. Address M. H. C., Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A good paying elevator, in north central Indiana, in good wheat, oats and corn belt. A bargain if sold soon. Address S, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE:—30,000 bu. elevator; nearly new; modern equipment; Fairbanks, Morse 8 H.P. gasoline engine, dump and hopper scales, cleaner, direct loading. Located on Great Northern Railroad in the cream of wheat belt. Address, Minn, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two modern elevators, located in north central Iowa, on Chicago Great Western. Handled 350,000 bu. of grain last year. Gasoline and electric power in elevators. Also only Flour and Feed Store in county seat town of 3,000 inhabitants. For full particulars address P, Box 1, Grain Dealers Journal, Chicago, Ill.

A MONON R. R. BARGAIN, ships 85,000, good retail, elevator & fine residence \$8,900 if in 10 days. The best line of two elevators in Ind. or any state, \$14,000, ships 600 cars. An Ohio mill, 1,000 bbl., great bargain for \$27,000. Every kind, size & price. List with me, buy of me and never regret it. John A. Rice, Frankfort, Ind.

EXCEPTIONAL BARGAINS in OKLAHOMA Grain Elevators located at Rocky, Cordell, Bessie, Thomas, Longdale, Bridgeport, Alva, Enid, Lahoma, Waukomis, Billings, Stillwater, Mehan, Glencoe, Salt Creek, Foraker, Tullahassee, Boynton. Fine openings for good business this Fall. Be quick and get in touch with Weatherwax & Co., 9 East Dewey, Sapulpa, Okla.

TO EXCHANGE for land: Grain, coal and feed business in Illinois on C. & A. Ry. Plant includes 50,000 capacity gasoline power iron clad cribbed elevator building; cribs for 15,000 bushels ear corn, coal houses for 200 tons hard and soft coal, feed grinder, etc. All in first class condition. Handles 150,000 bushels grain annually. Price \$10,000. R. N. F., Box 12, Grain Dealers Journal, Chicago, Illinois.

A SNAP—One 30,000 bu. standard elevator, together with 160 acres of good farming land in the best wheat country of N. Dakota. Property located at Landa, N. Dak., on the Great Northern Railroad. Land adjoins townsite. Agent lives in house on farm and operates elevator. Elevator handles 125,000 bu. in good year. 52 a. on farm in crop this year; 90 a. more can be broken. \$11,000 takes the elevator and farm. One half cash, deferred payments at 7%. Good reason for selling. Address Burgess Elevator Co., Devils Lake, N. Dak.

**ELEVATORS FOR SALE.**

FOR SALE—An up-to-date elevator, located in the best grain producing portion of Ohio. Building, machinery and everything as good as new. Address, J. L. M., Box 3, Grain Dealers Journal, Chicago, Ill.

TWO IOWA elevators for sale—Have two elevators in central northern Iowa on the C. M. & St. P. R. R. in good grain territory and will sell for cash or trade for S. Dak. land. My reason for selling is that I live too far away to look after same. Address Carl, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—22,000 bu. elevator, built of 2x6 oak cribbing, weather board siding; 25 H. P. Olds Gasoline engine, one 12 in. leg. terra cotta engine room and office, private loading switch and groun, connected with the E. J. & E. Ry. and the B. & O., 35 miles east of Chicago in first class grain country; for information write Cadwell & Salyers, Malvern, Iowa.

FOR SALE—NINE MODERN COUNTRY GRAIN elevators in Southern Minnesota and Northern Iowa, on Rock Island road, between Estherville, Iowa, and Albert Lea, Minn.; all of them open and doing business; good crops in territory; prices and terms right; might sell separately; best of reasons for selling. Address Earl Taylor, 511 Chamber of Commerce, Minneapolis, Minn.

BEAN ELEVATOR AND COAL TRADE, in the heart of the bean territory. No competition in either beans or coal. Elevator new, of first class material and workmanship; equipped with all modern facilities. Each doing an unusually fine business. Trade well established and paying good money. Change of climate necessary for health of family. Address, Grif, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR TRADE—Grain, seed, coal and feed business, in Northwestern Ohio, on Wabash R. R. Plant includes 15,000 bu. capacity, gasoline power, iron clad cribbed elevator building, coal house for 400 tons coal, ware room, barn, private switch, all in first class condition. Handles about 100,000 bu. grain and about 4,000 tons coal per year. Doing good paying business. Owner is obliged to retire. Would exchange for improved land up to \$6,000. Can give long time on balance with int. at 5%. Price \$11,500. About one acre of land goes with this plant. Located in town of 3,000. Address Riley, Box 2, Grain Dealers Journal, Chicago, Ill.

**ELEVATORS WANTED.**

WANTED to rent or would form partnership in good elevator, Indiana or Illinois, by Sept. 1st. Address Rich, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED in exchange for good improved farm. Give full description and price. Address Inde, Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED—To buy a good elevator in Indiana, that can show average receipts of over 200,000 bus. per year. Would consider good coal business or small lumber yard in connection. Address A. P. Hansen, Brookston, Ind.



## ELEVATORS WANTED.

**ELEVATOR WANTED:** Western Ohio or eastern Indiana. Give full particulars and price for cash in first letter. The Buckland Mlg. Co., Buckland, Ohio.

**ELEVATOR WANTED**—Must be in good condition and contain sufficient lumber to erect a 5 to 10,000 bu. house at another point. Write full particulars to W. F. Sanders, Honey Creek, Ind.

## HELP WANTED.

**WANTED**—Elevator man who can handle a gasoline engine and snap corn sheller. Address Box 123, Chickasha, Okla.

**WANTED**—A good man for work in elevator. One familiar with a snap corn sheller. Address Box 123, Chickasha, Okla.

**WANTED**—An experienced man as bookkeeper and stenographer in a grain and milling business. Good salary and pleasant little town in which to live. THE J. T. DETCHON CO., New Richmond, Ind.

**WANTED:**—A traveling salesman who understands the machinery needs of country elevators and can sell the goods. One who can sketch a plan preferred. Address Forty chances, Box 3, Grain Dealers Journal, Chicago, Ill.

**WANTED**—A married man who is a competent grain buyer and has the ability to do the depot work of a small flag station. A good opening at this point for a general store and stock buyer. We have a good proposition to make to a hustler. Address Box 573, Ft. Dodge, Ia.

## MISCELLANEOUS WANTED.

**IF YOU** want to buy, sell or exchange an elevator, write, wire or phone us. Tri-State Elevator Co., Hicksville, Ohio.

**WANTED**—We have several buyers for elevators and lumber yards. Let us know what you have for sale. Write today. Potter-Davis & Co., Galesburg, Ill.

**WE ARE** making a specialty of Buying, Selling and Exchanging Ohio, Indiana and Michigan Elevators. Let us know your wants. Address Tri-State Elevator Co., Hicksville, Ohio.

**WRITE US** if you want to sell your elevator or want to buy. We have a large list of elevator bargains and also some good exchanges for elevators. Address Iowa Mill & Elevator Brokers, Independence, Iowa.

## INFORMATION FREE.

Readers desiring to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

## BAGS FOR RENT.

**GRAIN BAGS FOR RENT**—From 100 to 50,000. For terms write Foell & Co., 123 Market street, St. Louis, Mo.

## SITUATIONS WANTED.

**WANTED POSITION**—Experienced grain, hay and seed buyer wants work. Address Mart, Box 10, Grain Dealers Journal, Chicago, Ill.

**SITUATION WANTED** as manager of farmers elevator. Five years experience. Best of references. Address Worth, Box 4, Grain Dealers Journal.

**POSITION WANTED** as Manager of country elevator, by experienced and capable man. Married and can give best of references. Address A. P. Jasinski, Canby, Minn.

**SITUATION WANTED**—As manager of country elevator by single man with several years' experience; German; A 1 references. Address J. J. K., Box 4, Grain Dealers Journal.

**POSITION WANTED** as manager of country elevator by experienced and capable young man; unmarried. Can give best of references. Address K. K., Box 4, Grain Dealers Journal.

**POSITION WANTED:**—As traveling solicitor, by experienced grain man. Iowa alone or Iowa and S. Dakota preferred. Address Iowa, Box 3, Grain Dealers Journal, Chicago, Ill.

**WANTED POSITION** as manager of country elevator by experienced young man. Best of reference; first class bookkeeper. Address Wit, Box 10, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED:** — By all around grain man, as auditor, asst. mgr., or any good position. Employed. Write for particulars. Address, Austin, Box 3, Grain Dealers Journal, Chicago, Ill.

**A WELL EDUCATED** young man of 23 years wants steady position in grain elevator or hardware store. Can speak German and English. References first class. Address John Sterrenberg, Thompson, Ia.

**SITUATION WANTED** as manager of grain elevator or solicitor for grain firm; would put up time and experience against capital in grain enterprise; 5 yrs. exp. A-1 ref. Age 30; single. Address Moy, Box 3, Grain Dealers Journal, Chicago.

## SITUATIONS WANTED.

**POSITION WANTED:**—As manager of country elevator or line of elevators. Experienced in country and terminal markets. At present employed; want to make change. Address E. S. Box 3, Grain Dealers Journal, Chicago, Ill.

**SITUATION WANTED:**—Am contemplating making a change about Jan. 1st. During the past five years have been manager for one of the largest grain elevators in Northern Indiana. Correspondence solicited. Address John G. Bauer, Valparaiso, Ind.

**POSITION WANTED:**—By married man, as buyer and manager at a year-round station. Would buy interest later in good location; understand machinery, grading grain, billing local, also transit. Only consider central or south Kansas location. Address W. W. B., Box 3, Grain Dealers Journal, Chicago, Ill.

## SCALES FOR SALE.

**SCALES** for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

**ONE 600 BU.** Fairbanks hopper scale, good as new, for sale. Address McLeod Bros., Bloomington, Ill.

**FOR SALE:** 14 Fairbanks and Howe hopper scales good as new, sizes 100 to 1,000 bu. Omaha Scale Co., 10th & Douglas St., Omaha, Nebr.

**SCALES** of all kinds repaired rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

## FLOUR FOR SALE.

**MIXED CARS** of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

## CORN SHUCKS FOR SALE.

**FOR SALE:**—Bailed shredded corn shucks, salted if preferred. Car load lots. Address, Peoples Cotton Oil Co., Lafayette, Louisiana.

**DO IT NOW.**

**GRAIN DEALERS JOURNAL**

255 La Salle St., Chicago, Ill.

**Gentlemen:**—Enclosed find One Dollar and Fifty Cents for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator.....

Post Office.....

.....bus.

State.....

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GASOLINE engines for sale, 10 h.p. Temple Pump Co., 15th Place, Chicago.

FOR SALE:—16x36 Corliss engine, and 175 H.P. horizontal tubular boiler, good for 150 lb. working pressure. Address, Peters & Edholm Co., Omaha, Neb.

For Sale, twenty (20) horse power Columbus Gas Engine in first class condition, used two (2) years. Cullman Wheel Co., 1024 East Greenwood Terrace, Chicago, Ill.

**GASOLINE ENGINES FOR SALE.**

- 50 H.P. Nash.
- 25 H.P. Columbus.
- 25 H.P. Fairbanks Morse.
- 22 H.P. Fairbanks Morse.
- 20 H.P. Ohio.
- 12 H.P. Fairbanks Morse.
- 6 H.P. Fairbanks Morse.
- 4 H.P. Fairbanks Morse.
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Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 62 West Monroe St., Chicago, Ill.

**GASOLINE ENGINES FOR SALE.**

- 1— 6 HP Fairbanks .....\$100.00
- 1— 9 HP Foes ..... 150.00
- 1—15 HP Marinette ..... 200.00
- 1—15 HP Field-Brundage ..... 300.00
- 1—20 HP Fairbanks-Morse ..... 225.00
- 1—10 HP Howe ..... 100.00
- 1— 4 HP Fields ..... 100.00
- 1— 8 HP Webber ..... 75.00
- 1— 8 HP White & Middleton ..... 125.00
- 1—12 HP Fairbanks ..... 100.00
- 1— 5 HP Foes ..... 100.00

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Omaha, Neb.

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FOR SALE—CHEAP—80 HORSE POWER CORLISS engine and boiler and electric light plant. J. J. Nagle, DuBuque, Ia.

FOR SALE—THREE HORIZONTAL TUBULAR boilers, 60x14, in good condition. Can be seen under pressure at 76th & Wallace St., Chicago, Ill. Staver Carriage Co.

FOR SALE—Two boilers, 72x18; head ½ inch steel; shell, ¾ inch; flues 4-inch; 88 pounds pressure; made by Murray Iron Works Co. Address Rosenbaum Bros., 77 Board of Trade, Chicago, Ill.

**REBUILT ENGINES AND BOILERS.**

The cleanest and most thoroughly rebuilt, all our own and in stock. Not scattered everywhere and merely listed

ENGINES—CORLISS: 20x48" Wheelock, 20x42 Allis, 18x42 Hamilton, 16x42 Lane and Bodley, 14x36 Lane and Bodley, 14x24 Wright, 12x30 Allis, etc.

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ENGINES—THROTTLING: 18x24 Erie, 16x20 Chandler and Taylor, 16x18 Erie, 14x24 Atlas, 13x16 Chandler and Taylor, 14x14 Lewis Vertical, 10x16 Owens, Lane and Dyer, 10x12 Industrial, 9x12 Ajax, 8x12 Climax, 7x12 H. S. & G., 6x8 Clark, etc.

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HEATERS: All sizes, open and closed.

PUMPS: All sizes, Single and Duplex.

SCALES: Five-ton Fairbanks, Wagon Scales. Also full assortment of new machinery.

Sole manufacturers of the celebrated "LEADER" INJECTORS and JET PUMPS. Send for circular. THE RANDLE MACHINERY CO., 1748 Powers St., Cincinnati, O.

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FOR SALE—Oats and corn in car lots. Ask for quotations. Buckland Milling Co., Buckland, Ohio.

FOR SALE—Wheat, Corn, Oats, and Kaffir Corn. Delivered prices made on request to any points in the United States Stevens-Scott Grain Co., Wichita, Kans.

**WANT HELP?**

Then consult the "Situations Wanted" columns of the Grain Dealers Journal.

**Want an Elevator?**

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

**MISCELLANEOUS FOR SALE.**

FOR SALE—One Abbott Check Punch, good condition, price \$10.00 at Cleveland. The Union Elevator Co., Cleveland, Ohio.

GRAIN TESTERS: Three sizes, one pint, one quart and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

FOR SALE: Two Standard Warehouse Corn Shellers, 300 to 500 and 500 to 700 bu. per hour. Bargains. Address B. S. CONSTANT CO., Bloomington, Ill.

ONE 10x20 Sinker Davis. One 8x16 Atlas. One 12x24 Atlas. One No. 3 Invincible Clipper. One No. 4 Invincible Receiving Separator. Address J. A. Horn, Oklahoma City, Okla.

FOR SALE:—All the elevator machinery and lumber from the large Western Elevator at Wabasha, Minn. Write us for what you want, as we will give the biggest bargains on the market. Address La Crosse Wrecking Co., La Crosse, Wis.

FOR SALE OR TRADE—Mill shellers of different makes and sizes. One No. 7 Monitor oat clipper; elevator heads; boots, belts and legging; elevator supplies of all kinds, both new and second hand; gas and gasoline engines, 5 to 30 HP.; steam engines, 15 to 80 HP. Write me for prices on anything you want. I will try to save you money. Address, A. Van Camp, Decatur, Ind.

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Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foes; 1-19" Foes; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair High Allfree, belt drive; 1-7"x15" Allfree 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas receiving; 1 No. 258 Eureka Magnetic 25 bu. cap; 1 No. 256 Monarch Magnetic, 50 bu. cap; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 8 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular; 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

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advertise it for sale

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This book is for the use of the grain buyer in contracting with farmer patrons for grain. By recording agreements made for the delivery of grain bought, each party thereto obtains a clear statement of what is intended by the other, and the farmer lives up to his contract.

The stub is signed by the farmer certifying that he has sold .....bushels of ..... at ..... per bu., to be delivered on or before ..... It also certifies that he has received .....dollars on the contract. The other part is signed by the elevator man and given to the farmer. It certifies that the elevator man has bought so much grain, etc.

Each book contains 50 contracts, numbered in duplicate, printed on bond paper, size 12x4½". If you contract for grain you can not afford to be without these blanks.

Order Form No. 9. Price, 50 cents.

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255 La Salle Street, CHICAGO, ILL.



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Northern Grown  
Winter Wheat and Rye,  
Timothy Seed and Early Ohio Potatoes.  
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FOR SALE:—Extra cleaned Dodder free, Alfalfa, White Clover and Dwarf Essex Rape, stored N. York for immediate shipment. Ask our special offers. Address, I. L. Radwaner, N. York representative of Liefmann's, Hamburg.

KAFFIR CORN, MILOMAIZE, CANE SEED. Write us for prices, bulk or even weight, sacked, re-cleaned if desired. F. O. B. Okla. City, Kansas City, St. Louis or Chicago. Immediate shipment. Address E. R. & D. C. KOLP, Okla. City, Okla.

## BUCKWHEAT FLOUR FOR SALE.

BUCKWHEAT GRAIN.  
BUCKWHEAT FLOUR.  
BUCKWHEAT GROATS.

FOR SALE BY  
MINER-HILLARD MILLING CO.,  
WILKES-BARRE, PA.

Before you buy  
**Oklahoma Grain Elevator**

Write to  
**WEATHERWAX & CO.**  
9 East Dewey, Sapulpa, Oklahoma

## WUD U SELL OUT

Then read the advertisements in the "Elevators Wanted" column of the Grain Dealers Journal, or better still, advertise your property in the "Elevators For Sale" columns of the Grain Dealers Journal, and get your own price for it.

Ads in these department cost only 15c a line, yet bring prompt results.

**GRAIN DEALERS JOURNAL**

255 La Salle St., Chicago, Ill.

The Journal is published on the 10th and 25th of each month

## MILLS FOR SALE.

Half interest or whole of an up-to-date 75 bbl. mill for sale cheap. Mill in first-class running order and in good location. Address Lock Box 17, Walnut Grove, Minn.

EASTERN NEBRASKA MILL FOR SALE—New, 150 bbl., steam power, best wheat country, fine shipping facilities and home trade. Forced to sell. Worth \$25,000. Price \$15,000. Balance long time. will lease. Address J. S. Ehrenberger, Schuyler, Nebr.

TWO HUNDRED AND FORTY BARREL MILL for sale. Elevator 50,000 bu. capacity in connection; water power; located in the Judith Basin, the greatest hard wheat country in the world; town of 4,500 inhabitants. If interested address Morton & Martin, Lewistown, Mont.

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FOR SALE 400 barrel Spring Wheat Mill & Elevator in Minnesota. Strictly modern and up-to-date. Have long list of customers and mill running every day. Location in a city of 15,000 population. Three railroads. Will accept part cash and time paper from responsible parties for balance, or will make a trade for something we can handle. Address Minnesota, Box 6, Grain Dealers Journal, Chicago.

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GRAIN BUSINESS and ground for sale, at the best grain station on the Alton in Missouri. Farmers anxious to have elevator. Address Opportunity 1, Box 3, Grain Dealers Journal, Chicago.

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We want Rye, Barley, Choice Red Oats, Cane and Millet Seed, Low Grade Wheat, Wheat Screenings, No. 3 or better White and Mixed Corn, and all varieties of Clover and Grass Seeds. Quote us and send samples. PITTMAN & HARRISON CO., Sherman, Texas.

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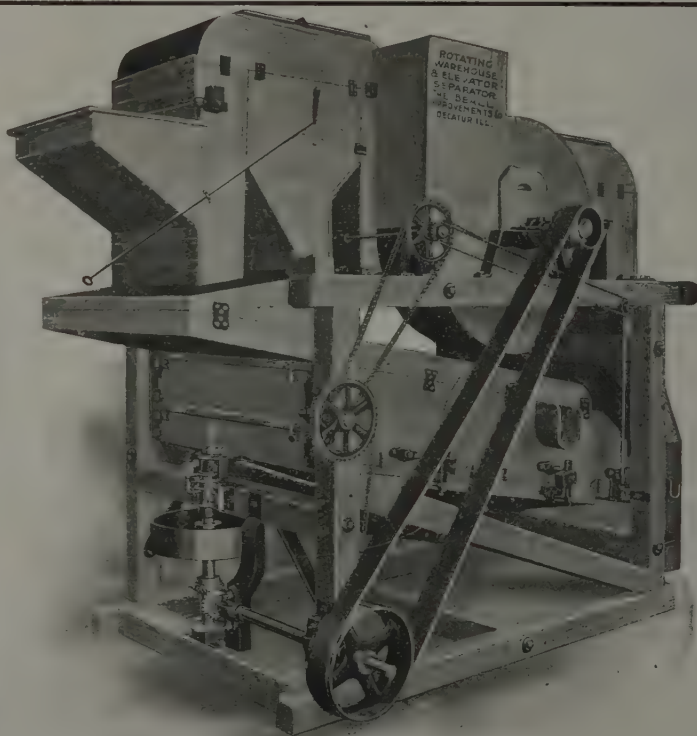
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## GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month  
by the

### Grain Dealers Company

255 La Salle Street, Chicago, Ill.

CHARLES S. CLARK,

Manager.

#### Subscription Rates

To United States, Canada and Mexico one year \$1.50; two years \$2.50.

To Foreign Countries within the Postal Union, prepaid, one year \$2.50; two years \$4.00. A Red Wrapper on your Journal means your subscription has expired.

#### The Advertising

value of The Grain Dealers Journal as a medium for reaching the progressive grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms place your announcements in the leading Journal.

The rate for Advertisements in the "For Sale" and "Wanted" Departments is 15 cents per line for each insertion.

#### Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



LOGO MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., AUGUST 25, 1909.

ONCE AGAIN the government announces that it has ample funds with which to move crops, but the bankers do the real work.

ONE THOUSAND bags of corn were recently imported from Manchuria. This is not due, however, to the efforts of the Crop Killers Union to kill the corn crop.

THE SECRETARY of Agriculture has been attending the food and dairy convention at Denver this week and getting right next to some of the criticism he merits.

RUSSIA is reported to have a good crop of wheat this year, so if the United States and Canada are to do much of an export business they must meet the Russian prices.

THE UNION Pacific R. R. has inaugurated a system of prizes for agents who rush forward grain shipments and thus increase the earnings of the road and of shippers along its lines.

LIGHTNING is credited with having started five fires in grain elevators recently. Three of these fires resulted in total loss. Elevator owners can protect their property from this hazard if they will, as is clearly pointed out by the bulletin issued August 17th by the United States Department of Agriculture.

THE ORDER of the telegraph companies in regard to the use of coined code words of ten or more letters will not affect the domestic grain trade, except in the case of users of private codes containing such words.

TEN NEW reports of leaking cars appear elsewhere in this number. Many others would appear if dealers would take the time to send us the information and thus help a brother shipper to collect for grain lost by carrier in transit.

JUDGING from the agitation of many politicians of Illinois, Chicago may soon expect to have a new Chief Grain Inspector, not because there is any expectation of securing greater ability, but because the political workers feel the need of a reward and the grain trade is willing to be taxed, regardless of the service rendered.

OFF-GRADES of new grain in winter wheat markets have declined more than the prices of the better grades, due, of course, to the larger supply of the poor grades and the greater demand for the good. Shippers who sell grain their track must expect large discounts if they attempt to deliver low grades on sales of contract grain.

VELVET CHAFF is arriving in central markets in larger quantities than was expected or wanted, and the millers are much disgusted. While the grain appears to be of superior quality, the millers claim it fails to give a good yield of flour. Dealers who sell direct to millers must watch carefully for this grain or encounter trouble.

INDIANA'S law, forbidding the use of a grain tester of less than ½ bushel in testing wheat, has recently been enforced, not because it is reasonable, just or fair, but because someone desired to vent a spite against a grain buyer. We feel certain that whenever this law is put to the test of constitutionality, the Supreme Court will decide against it.

BUCKET-SHOP keepers in many parts of the country have been obtaining quotations as a result of the careful use of a spy-glass in St. Louis. Recently the thief was detected and arrested; hence a large number of shops are without quotations to bet on. By degrees the tricksters are losing the right and opportunity to do the public.

WINTER WHEAT is not grading as many shippers seemed to expect it would. If every shipper would keep a half gallon jar full of an average sample of each shipment and mark how it graded at destination as soon as returns are received, he surely would be more likely to grade future purchases more rigidly. The sample would also help to convince farmers that higher grades could not be expected on their poor quality of wheat.

DOCKAGE for dirt in barley and oats arriving at Minnesota terminals seemed to be assured by the action of the State R. R. and Warehouse Commission last month, but the grain receivers of the central markets protested so vigorously that the Commission reconsidered its action and will grade the new crop by the same rules as the 1908 crop.

A CAR shortage is persistently predicted by railroad men as soon as the new corn crop begins to move. Judging from some of the orders given by the railroad companies for new cars, they are quite certain they will be unable to transport promptly traffic offered them, hence it behooves shippers in contracting grain for future delivery to exercise extreme caution.

ELEVATION allowances again are stirring the trade at Chicago, the action of the railroads in granting elevators on the river ½ cent for putting the grain into boats being very displeasing to operators having no elevator on the water-side. Evidently the railroads will continue to distribute these favors until brought up sharply by the expected decision of the court.

A BOY and a girl, son and daughter of elevator operators in different sections of the country, have recently been smothered in bins of grain. The temptation of children to jump into bins from which grain is being drawn seems to be irresistible. The only way to save them from suffocation is to forbid them the freedom of the elevator. Keep them out and you will be spared the grief of such a casualty.

WOOD PULLEYS have another fire credited to them, and mutual insurance companies making a specialty of insuring grain elevators and contents are watching more vigilantly than ever, to guard against these fire starters. The insurance companies who know their business will not insure an elevator equipped with wood pulleys, and no elevator owner who wishes to avoid a fire will continue the use of these dangerous devices.

TWO IOWA grain dealers recently became so embittered toward one another that a fight resulted and one was stabbed. Competition of this character will be checked, even tho the State finds it necessary to use a rope in the operation. No law or rule requires or expects competitors to pay more for grain than they can afford, even tho the other buyer does so and gets all the grain coming to his station. The best interests of the grain grower and of the business community is promoted by each grain dealer conducting his business upon a reasonable margin of profit. When he does so, it is easy for him to deal honestly with all patrons and meet his bills. Pools are not necessary and will not be attempted by men of reasonable foresight.

LAP SIDING over cribbing is seldom if ever satisfactory. Experienced builders say the rain beats in behind it with the result that both the cribbing and the siding rot out, and when placed over studding the grain is wet.

KANSAS TURKEY wheat has a new nickname which seems to come to it quite naturally, namely, "Katy." Inspectors and samplers with their strong desire for abbreviation have long labeled samples K. T. and now the trade of the Southwest kindly deals in Katy wheat.

IF COUNTRY elevator men would always buy grain on the same grade they must sell it by, their profits would be more certain, their losses less frequent. The temptation to accept high bids for Number 2 when only low grade grain is on hand, seems too much for many shippers to resist, altho experience teaches them that acceptance insures a heavy loss.

BILLS OF LADING should always be forwarded direct to destination promptly, else shippers will be put to extra expense for demurrage. Banks should be warned against sending drafts around the world. One day recently twenty-seven cars of oats were held on track at Toledo awaiting bills of lading, the railroads refusing to deliver the grain until the arrival of the bills.

THE NEW federal tax provided for corporations whose net profits exceed \$5,000 in any year, give some advantage to the partnership and individual as against the corporation licensed by the State. As stockholders awaken to the meaning of the new law, their indignation increases, and it seems certain that it will soon be put to the test of every court in the land in short order.

BULK-HEAD shipments have always caused much trouble for the unloaders at destination, and it is but natural that they should ask for extra compensation for the time and labor needed to handle the mixed load properly. The terminal elevators at Duluth and Superior, recognizing the extra service, have decided to charge \$3 a car unloading fee. This may seem a little steep, but will probably be cut in two if shippers protest vigorously against it.

ELEVATOR OWNERS who wish to avoid having their business interrupted by fire, should read carefully the experience of eight policy holders of the Millers National, which is published elsewhere in this number. It does not cost much to install barrels of brine and fire buckets, chemical fire extinguishers, standing pipe and hose, but it often saves many dollars for the property owner. In this case, a little foresight often proves a great money maker, or rather a money saver.

COB BURNERS which scatter sparks to the four winds are a very dangerous adjunct to a country elevator. It would be much cheaper and more profitable for the elevator man to sell the cobs for fertilizer. Put them back into the soil.

LINCOLN, NEB., and Oklahoma City are organizing grain exchanges with the hope of attracting more business and becoming more prominent as grain centers. Nashville, Omaha, Wichita, Sioux City and others have gained business through organization. Why not others?

VARIATION in the quality of oats in the winter wheat section is as marked as the variation in the quality of new wheat. Much of the oats is stained, damp and tough. Shippers who have dryers or even blowers are able to improve the quality of their oats so that they will grade better, but many have suffered expensive disappointment in the returns from their early shipments, due, of course, to their not grading purchases properly.

VESSEL OWNERS, grain shippers, receivers and elevator men all are benefited by a new invention known as the Prohydrometer, which is a tube intended to be thrust into the water along side of a ship which is being loaded or unloaded to register the weight of commodities removed or placed on the vessel. The principle involved in this new device is that a body immersed in liquid displaces its own weight, which has long been known, but never before utilized by shipping interests. The use of such a device will help the lake elevator men to settle their disputes with the vessel men who have during recent years persisted in charging the elevator man with short weighting cargoes.

SHIPPERS who have not sufficient backbone to buy grain according to grade, must expect to be disappointed in the classification of their shipments and the returns. Selling Number 2 when you have only 4 or No Grade to deliver, invariably will result in disappointment and grief against everybody identified with the market. While the grading in many of the markets is irregular and oftentimes unreasonably rigid, still shippers can avoid suffering therefrom by exercising care in grading carefully all grain offered them. Complaints against unfair grading, should be specific and clear; then, if there is a fault or defect in the work of the terminal inspector, there is some chance of it being corrected. Broad indefinite charges seldom give anyone a clue as to what is the trouble. Specific complaints offer an opportunity for remedying the trouble and thus prevent a repetition of the offense.

## CONTRACT MUST GOVERN.

Indefinite and ambiguous wording of contracts is responsible for many differences which could be avoided, were buyers and sellers more careful to specify clearly what they mean. Honest differences will always occur, but their number can be greatly reduced by more care on the part of contracting parties to make clear to one another the conditions of sale intended. Markets cursed with two political inspection departments, can always be depended upon to add more trouble to the careless contract maker.

Those buying in Central markets, by the gradings of those markets must expect to accept the grain tendered under the official certificates, as per their contracts, unless they take the precaution to employ the services of the official grain samplers of those markets. Sampling departments are independent organizations, designed as a check upon the careless work of the political inspectors. They afford an inexpensive and effective protection to those buying in terminal markets, representing as they do the buyers, they will refuse to accept off-grade grain in fulfillment of contract for No. 2.

Both Kansas City and Chicago support sampling bureaus of this character, so that buyers in these markets are provided ample protection against careless grading by the political inspectors. One buyer, whose complaint appears in this number, claims he has not received what he bot. He overlooks the fact that according to his contract the grain to be delivered was to be of the specified grade at Kansas City. That it did grade lower weeks after when it arrived at destination, has no bearing whatever on the contract. The nature of the grain and the weather it encountered, might have had much to do with its deterioration during the interim. The decision of the inspector at destination has no bearing on the case because it was clearly specified that Kansas City weights and grades were to govern. Had they employed the services of the Kansas City sample bureau, the bureau might have appealed from the decision of the inspector before the grain left the jurisdiction of the Kansas City inspection Dept. and an appeal would have resulted in better grain being delivered.

There is no sense in any market being cursed with two inspection departments. One simplifies and makes possible the grading of grain with greater fairness to all concerned. It is frequently charged, and no doubt with reason, in markets struggling with two different inspection departments, that competition prompts each department to grade more leniently than the other in hope of capturing more business, and more fees. These charges are not entirely without foundation and no doubt will be continued so long as the trade tolerates two departments. The abolition of one set of political grain in-



spectors at Kansas City, St. Louis and Duluth, would do the grain trade much good, and surely could not do the politicians much harm.

## COLLAPSING ELEVATORS.

Two elevators have collapsed recently with light loads of grain, showing conclusively that the houses were not properly constructed and were thoroly unfit for storing grain. So long as grain dealers will entrust the building of their elevator to deposed preachers, barn builders and other jacks of all trades, accidents of this character must be expected. The country is well supplied with competent men who have had sufficient experience in designing and building grain storehouses to know what is needed to withstand the stress to which the elevator will be subjected.

It is seldom economy to employ green hands in work of this character. In the matter of arrangement alone, an experienced builder will often save more than the charge for his services by the reduced cost of operation, which is a permanent, fixed charge that the operator must pay daily so long as the house is used. It is impossible to forget the experience of the Illinois grain dealer who let the engineer of his burned house superintend the erection of his new elevator, with the result that much woodwork had to be cut away in order to accommodate shafting and machinery, and the appraisement showed that over \$900 worth of lumber in excess to what was needed had been used in the construction of the house. The services of an experienced builder are generally worth far more than they cost.

## MOLDY CORN CAUSE OF PELLAGRA.

Recent investigations as to the number of persons suffering from Pellagra in this country have disclosed sensational conditions. The Agricultural Department found upon inquiry of hospitals for the insane that the trouble with many patients was traceable direct to Pellagra, which is caused by eating moldy corn. It is estimated that fully 1,500 persons in the Southeastern states are suffering with this disease at present. Twenty cases are reported to have been found in one Illinois institution.

It is claimed that the mold formed on Jamp, green or improperly developed corn is a vegetable poison that affects consumers disastrously, most of them eventually dying in the asylum. It is not necessary for moldy or poor corn to be used for food. Improved devices for drying grain make it possible to drive out all moisture at small expense, and most of the up-to-date corn mills are so equipped that all corn used is thoroly dried and scoured before being ground.

Investigations of the Agricultural Department will be watched with interest, and every grain dealer as well as every corn consumer will exercise every precaution to guard against the propagation of the disease.

## RAILROAD DISCRIMINATION.

According to recent charges made by A. B. Stickney, former president of the Chicago Great Western Railway, discrimination of railroads continues as before, altho the secret rates to favored shippers are supposed to have been abolished. According to Mr. Stickney, "many rates now concealed in the verbiage of the 500 or 600 tariffs filed with the Interstate Commerce Commission are really more secret than any secret cuts made in the past, altho they are technically published and filed with the commission."

Mr. Stickney has been in correspondence with Chairman Knapp, and pointed out instances where the lower rate is invariably intended for the favored shipper, who alone is advised specifically of the low rate. Mr. Ketcham of Chicago is credited with having compiled a long list of double rates, filed with the commission, the lower of which is known only to favored shippers. Mr. Stickney recommends the abolition of all commodity rates and the adoption of uniform classification throughout the country as the only means of attaining uniform rates for all tariffs which can be understood by all.

In writing to Chairman Knapp, Mr. Stickney says, "Certainly the commission cannot be unmindful of the practice of paying claims to large shippers for overcharges, losses and damages on presentation, provided they do not amount in the aggregate to more than a certain percentage of the freight bills paid by such shippers."

Mr. Stickney's charges in the past have invariably been found to be correct. His long experience in the railroad business fits him to know what he is talking about, and his statements surely disclose discrimination of the rankest kind. In the course of his letter he also states that "whenever a commodity rate is published, a classified rate on the same article is also published, and in the majority of cases, only those shippers for whom the commodity rate was made understand that such a rate exists, while the other shippers pay the higher rate of classification to which such commodity belongs."

Such double dealing on the part of the railroads may help to divert traffic to their respective lines temporarily, but the small shippers will soon learn of the discrimination through their inability to compete with the favored shippers, and the carriers will ultimately suffer far more than they can profit through the temporary attraction of freight to their

lines. The shipping public is firmly determined that all shippers shall be on an equal basis.

If existing laws are not strong enough to protect the weak from rank discriminations, in favor of the large shippers, then the public will demand more rigid laws, even tho Judge Grosscup and other friends of the large corporations strive earnestly to thwart their purposes. The great majority of the people want equal rates for all, and the sooner the carriers adopt classifications and rate schedules that will permit all to know they are getting the lowest rate, the better it will be for the railroad companies.

## Telegraph Companies Rule Against Non-Dictionary Words.

Grain commission houses, as well as shippers, mercantile houses and other prominent patrons of the telegraph companies have exhibited a marked degree of interest in an announcement of the Western Union Telegraph Co., dated Aug. 16, stating that after Sept. 1 no cipher code words exceeding five letters in length will be accepted on land lines except dictionary words. The announcement says:

"This change is necessitated by the growing use of artificial words in code messages and the abnormally heavy cost of handling such words. Adopted originally to cover occasional artificial words which had inadvertently been incorporated in commercial or private codes, advantage has been taken of the pronounceable rule by code makers to construct codes based wholly upon purely arbitrary groups of letters, two or more of which groups are themselves combined in one ten letter word."

Manager F. W. Moffitt of the Western Union said to a representative of the Grain Dealers Journal: "The reports are substantially correct as to the new rule of the company which goes into effect Dec. 1. The necessity for the action on the part of the company came about thru the abuse of the code privilege which far exceeds the knowledge of the general public. The arbitrary combinations of words which have come into constant use make the work of even the best operators difficult and confusion and errors result as a consequence. It was simply in order to facilitate traffic on our lines and give all patrons an equal chance for good and speedy service that the change was inaugurated. Certain advantages accrue under the new ruling and when it is understood and adopted general business will be facilitated and the public at large benefited."

Similar confirmation of the new ruling as it concerned the business of the Postal Telegraph Co. was given by General Superintendent T. W. Carroll. While under the new rule figures, decimal points, and bars of division will be counted, each separately, as one word Mr. Carroll pointed out the advantage gained by the company's patrons in the abolishment of the old rule which counted each letter a word in arbitrary unpronounceable combinations. "Under the new ruling," said Mr. Carroll, "the person sending a message is given the privilege of combining a group of five letters, whether pronounceable or not, and having it counted as only one word. Thus he is receiving, in these cases, five times what he received before."

## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### CARRIER'S LIABILITY FOR SHIPMENT BURNED ON TRUCK AT DESTINATION.

*Grain Dealers Journal:*—A carload of merchandise was shipped to a city in another state. On arrival at destination the car could not be placed at the consignee's warehouse because there were a number of other cars which were ahead of it. While this car was waiting its turn for placing to be unloaded, it was partially destroyed by fire. The salvage from the sale of the damaged contents resulted in securing about one-fourth of the original value. The railroad company refuses to pay for the merchandise but offers to turn over the amount they realized from the salvage.

What law, if any, will compel the transportation company to assume this responsibility and pay the shipper for the entire value of the original contents of the car?—The Dewey Bros. Co., Blanchester, O.

*Ans.:* Under Section 20 of the Interstate Commerce Act the carrier is liable to the holder of the B/L for any loss caused by it. Under Section 1 of the uniform B/L no carrier is liable for any loss caused by the act of God; and for loss by fire after 48 hours after notice of arrival at destination the carrier's liability is that of warehouseman only. If the carrier was negligent it is liable. The carrier may have been negligent in not switching the car promptly; in leaving the car in a hazardous locality; or by setting fire by sparks from its own engine. The common law and the Ohio Statutes as well as the Interstate Act can be invoked in a suit in the state court.

### MUST INSPECTION CONTRACTED FOR GOVERN?

*Grain Dealers Journal:* I would appreciate very much the views of your readers on the following: C, buys of D, located at Kansas City several cars of No. 2 White Corn, Kansas City weights and grades to be final. D, ships the cars of corn and furnishes to C, Kansas City Board of Trade weights, and Kansas State Inspection. On arrival of Cars at Destination C, finds the Cars to be inferior corn barely grading No. 3 White and Inspection by the Official Inspector shows No. 3 White dirty and containing a great deal of rotten corn.

Is C, bound to accept of D, the Kansas State Inspection, when the purchase was made at Kansas City, Mo., and confirmation reads "Kansas City Weights and Grades to be final" and only the Board of Trade weights of Kansas City, Mo., are furnished and Kansas State Inspection instead of Missouri State Inspection is furnished to C, by D.?

Should in this case the Inspection of the Destination Board of Trade Inspector govern, especially when Inspection at point of shipment was not made, and Kansas Inspection was evidently wrong?—J. B. Lyford.

*Ans.*—If buyer had desired Missouri State Inspection he should have so specified. No doubt seller would have granted it as readily as "Kansas City Grades," which until rule is provided to the contrary admits of either Kansas or Missouri inspection.

### PROTEST AND EXCHANGE ON DRAFTS.

*Grain Dealers Journal:* If a bank accepts a draft with B/L attached, and charges a discount for cashing it, should the draft then be drawn with exchange and be subject to protest?—Bradley Bros., Paducah, Ky.

*Ans.*—Whether exchange is to be paid or not is purely a matter between the grain shipper and his customer; and a sale delivered means free of cost and without exchange. Neither is a draft necessarily subject to protest, and most are drawn with "no protest" printed across end, as it is a useless expense. The bank simply acts as a collection agency and should not add exchange or "protest" to any negotiable paper. The customer of the bank or drawer of the draft should dictate the terms.

### IRRITATED BY DISCOUNTS ON OFF GRADES.

*Grain Dealers Journal:* Will you answer the following question thru your columns? What is the regular charge for re-inspection of grain on the Chicago market? I would also like to know if it is the custom for the inspector to inspect grain for the shipper or the receiver, and why grain should not grade as well when the market goes down as when it goes up? Why are the discounts so large and why do they vary so much? One of my fellow dealers had 5 cars on the market all on the same day, all graded No. 3 and the discount was from 2c to 8c on the same grade of wheat. Now I think there is a nigger in the wood pile somewhere. When the country grain dealer awakes to the fact that he is getting skinned he will begin to do something for himself.—G. F. Barrett, Pana, Ill.

*Editor Grain Dealers Journal:* A letter addressed to you from George F. Barrett, Pana, Ill., is before me. Mr. Barrett is evidently lacking in knowledge as to the working of this department, and should become better informed before charging it with any wrong doing, such as showing favoritism either to shippers or receivers. My earnest desire is to treat all concerned, regardless of who or whatever they may be, with exact justice so far as human knowledge and ability will permit me. Replying to his questions will say:

1st. A fee of \$1.00 is charged when a call is made for reinspection.

A fee of \$5.00 is made when a call is made for the Appeals Committee.

In case the original grade is sustained, this fee is retained by this department, but if the grade is changed, the fee is returned to the party from whom it was received.

A call for reinspection can be made and a decision given in less than 30 minutes. A decision from the Appeals Committee requires, however, from one to several days, as it is necessary that the car be switched from the yards outside of the city to the appeal tracks convenient to the office, the switching of same taking more or less time.

The duty of this department is to inspect all grain on its merits, based on quality and condition. In doing this, neither the shipper or the receiver is

thought of, the grain alone, as it appears before the inspector, being considered.

This department has no friends or foes, but occupies a middle position between the interested parties absolutely free from bias of any kind.

The action of the market either up or down has no influence whatever in the work of inspection. A careful examination of the records for the past four years will fully sustain this statement, as they show that during times when corners are said to have existed, the percentage of contract grain has shown an increase rather than a decrease.

This department is perfectly willing to be judged at all times by its record; all that we ask being fairness when being criticised.

As to discounts made on off-grade grain, this is a matter of which I know absolutely nothing. I understand it is arranged between the buyer and seller, and is not controlled by the inspection department in any way whatever.

As to the people being skinned, as Mr. Barrett claims, that is another matter I know nothing about, as it is entirely separated from the work of this department, if it exists at all. No one shall be skinned through the work done by the inspection department so long as I am in control.

There is a standing invitation to all grain dealers to call at this office, either as private individuals or committees, and witness the work of inspection. They will be cheerfully received and courteously treated, as the work is that of the State of Illinois, and as such belongs to the people.

The State Grain Inspection Dept., is making every possible effort to do its legitimate work honestly and accurately, regardless of persons, and all those interested should carefully inform themselves of the true facts and conditions previous to indulging in criticisms that usually are eminently unfair.—Respectfully, W. S. Cowen, Chief Grain Inspector, Chicago, Ill.

### New Minnesota Grades of Yellow Corn and Speltz.

For the crop season of 1909-10, effective Aug. 16, the State Board of Grain Appeals of Minnesota has established grades for speltz and a grade of No. 4 yellow corn. The new grades are:

No. 4 Yellow Corn.—Shall include all corn not wet and not in heating condition that is unfit for No. 3 yellow.

No. 1 Speltz.—No. 1 speltz shall be white, dry, sweet, sound, clean and free from other grain, and shall weigh not less than 37 pounds to the measured bushel.

No. 2 Speltz.—No. 2 speltz shall be dry, sweet, sound, reasonably clean and practically free from other grain, and shall weigh not less than 36 pounds to the measured bushel.

No. 3 Speltz.—No. 3 speltz shall be all speltz that are merchantable and warehouseable and not fit for the higher grades.

A new broom practically made of timothy hay is sweeping its way into popular favor. The covering alone is made of broom corn—which reduces the selling price to fifteen and twenty cents each, and the manufacturer, A. Corse, of Columbia City, Ill., cannot begin to cope with the demand for the hay broom. The broom is easy to make—it only being necessary to place the ends of the hay under the clipping machine and simply cut off the blooms. Less hay than brush is required for the same number of brooms and five or six pounds of hurl or broom corn covers a dozen hay brooms.



# Letters

## From Dealers

(Here is the grain dealers forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.)

### FAVORS GOVERNMENT INSPECTION.

*Grain Dealers Journal:* I am not in the grain business now. I was chief inspector at Omaha, also was a deputy inspector on the Chicago force. I could not hold this position in Omaha because I would not use the judgment of others.

Your journal has always opposed state or United States inspection. From my experience board of trade inspection is rotten; so far as weighing is concerned, it is a joke. One elevator sold six cars of grain to their own account, by this 100 pounds dockage system. The chief weighmaster could not balance a scale.

Government inspection is needed badly and should have men appointed under civil service rules. You could then get good results and good men. Weed out all the dubs and would-be inspectors. A fellow has to have a pull in order to get a position under board of trade inspection just the same as any other, and if he knows more about grain than his chief he will not last long in that department.

I have been a reader of your journal for years, and have found it very useful and interesting.—Yours truly, T. F. Flood, Street Commissioner, Council Bluffs, Ia.

### "NATURAL SHRINKAGE."

*Grain Dealers Journal:* We have recently received a number of inquiries concerning the attitude of the Grain Dealers National Ass'n on the subject of an arbitrary deduction for natural shrinkage on all claims for loss in transit.

We are also in receipt of a copy of Western Truck Line Circular No. 42, effective Oct. 1st, reading as follows:

"Where there are recognized State, Board of Trade, or Grain Exchange Weights, arrived at points of origin and points of destination under usual form of agreement, also when weighed under special agreement with the Western Railway Weighing Ass'n, having first had recognized weights at point of origin as approved above, in the adjustment of claims for loss the allowance to be deducted for natural shrinkage will be, on wheat, flax seed, rye, oats and barley, C. L. one-eighth ( $\frac{1}{8}$ ) of one per cent; and on corn one-quarter ( $\frac{1}{4}$ ) of (1) per cent."

The policy of the Grain Dealers National Ass'n in this regard, can be set forth in no better manner than by directing attention to the following resolution adopted at the 12th Annual Meeting held in St. Louis, Oct. 15-17, 1908:

"Whereas, It is the recognized principle of common law that carriers shall not be held responsible for natural shrinkage; and

Whereas, It is the custom on the part of some of the carriers to make an arbitrary deduction when settling claims for loss or damage on grain while in transit on the plea of natural shrinkage; and

Whereas, There is nothing in the law that contemplates an arbitrary deduction for natural shrinkage, and as to whether

there is natural shrinkage or not is a matter of proof; be it

Resolved, That we, the Grain Dealers' National Association, object to settlement being made on the basis of an arbitrary deduction for natural shrinkage; and that we shall insist that all claims for loss or damage on grain while in transit shall in all cases be settled on their merits."

Very truly yours,

Jno. F. Courcier, Sec'y,  
Grain Dealers National Ass'n, Toledo, O.

### DOCKAGE ON OATS AND BARLEY ANNULLED.

*Grain Dealers Journal:* I have always been opposed to a system of dockage on coarse grain, such as barley and oats. In the first place, I believe that it is unwise to make any radical change in a system of inspection that has been in operation for a long time. Since the establishment of our State Inspection of Grain in Minnesota, there has never been a dockage placed on barley and oats, and our system of inspection has always been to grade the several grains according to the amount of foulstuff in them.

So far as barley is concerned, it is sold almost entirely by sample, and the buyers are fully protected under a no dockage system, as they are able to form an opinion of the value of the grain from the sample shown. Furthermore, so far as we know, no other terminal market of any importance has ever adopted a system of inspection whereby these grains in question are being docked. Nearly all of the foul stuff in these grains is more or less valuable; for instance, mustard seed is worth at present, conservatively, a cent a pound, and any of this valuable dockage would be delivered with freight prepaid to the buyer, should coarse grains be docked.

Now, one would naturally say "why not clean this grain before shipping?" There are of course instances where this can be done to fairly good advantage, but the average country buyer, especially during the rush, is not situated so that he can clean to any advantage, and most of them do very well, if they can take in the grain and get it loaded out, and keep their houses open, and while most of the elevators are now fixed with fairly good cleaners, it is an impossibility, as we stated above, during the fall rush, to clean to any advantage.

When it became known that the Appeal Board had decided to dock coarse grains, the commission men together with several of the line elevator companies and some of the terminal houses believed that it would cheapen the Minneapolis and Duluth markets to have this rule go into effect, and we asked the Appeal Board to give us a re-hearing, which was granted. We then sent out letters to shippers all over the Northwest, and these replies were almost unanimously against the proposed change, to a dockage system. The Appeal Board, which is composed of fair-minded and intelligent men, decided that it would be unwise to put this ruling into effect, and we cannot help but believe that it acted wisely.

We do not claim that this question is absolutely one-sided, and we believe that the main reason for putting this dockage system into effect, was to stop the pernicious practice of some of the country buyers of putting screenings into oats and barley. This we know for a certainty is rather the exception, and there is not very much of this being done. I believe further that the inspection of grain should be as nearly uniform as is possible in all markets, and I believe also

that any sweeping change would work a hardship on the State and to the terminals that undertook to dock these grains. I am at a loss to know where any good can come of this system of dockage, other than possibly a small benefit to a few of the terminals that would get the benefit of this dockage.—Respectfully,  
B. F. Benson, Pres. Receivers' Ass'n,  
Minneapolis, Minn.

### CARRIER'S LIABILITY FOR LOSS OF GRAIN IN TRANSIT.

*Grain Dealers Journal:* We wish to learn regarding the outcome of suits instituted by shippers against common carriers for payment of claims covering loss of grain in transit.

Some time ago we shipped considerable wheat to New York for export, and the weights at destination were very unsatisfactory. Some of the cars showed shortages of several thousand pounds, which were excessive, for the reason that we have official Board of Trade weights at shipping and unloading points.

The Vandalia have taken an arbitrary and unjust attitude in refusing payment, alleging they assume no liability for shortage when cars are delivered destination under the original seals. Any information will be appreciated.—F. M. Norman.

Now I would suggest for your coat of arms, a bull rampant. How would that suit?

Ought to do first rate, answered Pa Nuritch. I made my money in a bull market.

Experiments with artificial curing of hay are being made by H. B. McClure of the Bureau of Farm Industry of the U. S. Dept. of Agri. Mr. McClure has visited the large shipping and receiving centers and is now working in Missouri.

White animals fed buckwheat suffer from a skin disease when exposed to light is the discovery of W. Oehmke, a German scientist. Buckwheat soaked in alcohol was harmless, but the alcoholic extract produced the same effect as the grain.

What is said to be the first shipment of corn from the Orient to the United States arrived at Seattle, Wash., Aug. 4, on the Japanese steamer Tango Maru. The consignment was from Manchuria and consisted of 1,000 bags of corn, to be made into starch.

Hamburg is the principal importing center in Germany for grain for both domestic consumption and for transshipment to Denmark, Sweden, and Norway. Cereals are also forwarded in river barges to Bohemia and at times are re-exported via Baltic ports to Russia. Domestic cereals are exported to the Scandinavian countries, Switzerland, and Great Britain, chiefly wheat and oats, by favor of an export bounty system, which alone seems to make an export trade in domestic products possible. Certificates of export are issued by the Government and may be used as cash for the payment of duty on cereals, legumes, rape, and colza seed, and on coffee and petroleum. They are also negotiable on the Hamburg exchange. This ingenious system enables domestic dealers to get rid of native cereals of certain grades and to replace them with others especially needed, as, for example, American hard-winter wheat, No. 2, which millers require on account of its high percentage of gluten.—Consul-General Robt. P. Skinner.

## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### CANADA.

Saskatoon, Sask., Aug. 20.—The wheat crop in this province is one of the best. Cutting is on in full swing and will average 2 over 20 bus.—Wilson-Lesslie Co.

Shoal Lake, Man., Aug. 20.—The crop is very good and harvest 3 weeks earlier than the last 2 years, as notwithstanding our late spring we had an unusually hot summer with plenty of rain.—A. S. Arnold.

Winnipeg, Man.—By Aug. 25 50% of the grain crop of Western Canada will be cut. Although one million acres of grain were destroyed by hail the yield will total higher this year, probably running 115,000, 000 bus. compared with 92,000,000 bus. last year. The quality will be superior. July and August weather has been very favorable.—C.

Winnipeg, Man., Aug. 20.—The grain crop of the Canadian West as a whole is late this year. About 60 per cent of the winter wheat in Alberta was killed and the ground resown with spring grain, much of which is late, too. Some spring wheat may be harvested about Aug. 15, but unless the weather is exceptionally good harvesting will not be general before the 25th. Some barley and winter rye have already been harvested, also some winter wheat, sown in a special manner. Hail destroys considerable grain each season. About 200,000 acres destroyed this season. Western Ontario's winter wheat is good. Oat crop light. The grain crop of British Columbia is fair to good. Hay crop light.—Campbell & Wilson.

Ottawa, Ont., Aug. 20.—Fall wheat has done well in the parts of Ontario where it is chiefly grown; it was cut early and gathered in fine condition. Reports of threshing already made show averages ranging from 20 to 35 bus. per acre and the estimated average for the province is 23½ bus. for an area of 581,100 acres in crop. Alberta is the only other province growing a considerable quantity of fall wheat, and there fully one-third of the area sown was killed by the hard winter weather. The 81,000 acres of crop harvested has an estimated yield of 23.40 bus. per acre. The barley crop of the five provinces has an area of 1,846,500 acres, compared with 1,726,700 acres last year, and an estimated yield of 57,722,000 bushels, as compared with 51,690,000 bushels at the same date last year. For the three Northwest provinces the estimated yield is 34,553,000 bus., compared with 28,597,000 bus. last year. The estimated yield of hay and clover is 8,978,000 tons, which is an average of 1.34 tons per acre. The condition of fall wheat when reaped was 76.53 of spring wheat at the end of July 86.4 and of barley 83.84. The other field crops at the end of July show conditions of 87.78 for oats, 81.84 for rye, 87.07 for peas, 86.15 for buckwheat, 87.23 for mixed grains, 84.33 for beans, 82.86 for corn.—Archibald Blue, chief census and statistics office, Dominion Dept. of Agri.

### DELAWARE.

Harrington, Del., Aug. 19.—Crops in lower Kent County are very poor. Wheat will make ¼ to ¾ of a crop of poor quality. A large percent shriveled, dead, dry. A small proportion will grade and sell low. Corn about half a crop in some sections. Others fair, practically a failure on much of the low lands. Hay crop light. Wheat is selling at 75c to \$1 per bu. to the farmers; old corn, 75c to 80c. The weather, very dry until the past few days, has been hard on early corn on low lands.—A. S.

### ILLINOIS.

Florence Station, Ill., Aug. 7.—Small grain all harvested, in good condition. Threshing barley, yield around 25 bus. per acre, quality fair, testing 45 to 46 lbs. Oats will do to thresh this coming week. Yield estimated about 40 bus. per acre.—A. A. Walls.

Sibley, Ill., Aug. 18.—Oats harvesting will meet the balance of the month; average close to 50 bus. per acre, quality good, 4 to 5 lbs. heavier than last year. Heavy straw and slow threshing. Farmers are selling only surplus oats on account of low prices and being too busy to deliver the grain. A good corn crop is assured.—E. T. Johnston, mgr. Sibley Grain Co.

Chicago, Ill., Aug. 23.—We will have a big corn crop in Illinois after all.—H. J. Patten.

Springfield, Ill., Aug. 18.—The state board of agriculture reports the condition of the corn crop on Aug. 1 as 93% of an average or fourteen points better than on Aug. 1 last year, while the total acreage planted is 516,132 acres greater than last year. The acres planted in wheat were 1,097,703, the largest on record. The average yield was 19 bus. The total yield was 20,533,703 bus. Oats were planted in 2,760,426 acres, with an average yield of 36 bushels, making a total of 98,428,869. The acreage of corn is 7,296,689.

Florence Station, Ill., Aug. 21.—Oats in this vicinity are yielding from 40 to 55 bus. per acre of fine quality as you ever saw, testing from 35 to 38 lbs. per bu., sweet and clean. The corn never looked so flourishing at this time of the year as now. We have had sufficient rains to make the crop in this part of the state and if the frost stays off 30 days it will be safe with quality good. Hay was a good crop of average yield. In ten days the threshing will all be done in this part of the state. Threshing conditions unexcelled. Yield of 11 men's oats averaged 51½ bus. per acre. Have tested some 20 samples of oats and haven't had a test below 35 lbs. per bu. and one sample as high as 40 lbs.—A. W. Walls.

Pontiac, Ill., Aug. 16.—The following is made up from reports received from 36 counties in Illinois north of the Vandalia railroad, St. Louis to Terre Haute, Ind.: Of wheat 212 reports say "threshing all done"; 152, "80 per cent threshing done"; 515 give average yields per acre as 20.83 bus.; 672, on quality, state as follows: 132 No. 2; 302 No. 3; 87 No. 4; 75 "good"; 31 "fair" and 45 "poor." Of oats 51 reports state "threshing all done"; 369 "43 per cent threshing done"; 135, on quality, say "good. No. 2; No. 3; 3 white; first class; fine; excellent; very good; 100 per cent; standard; and A1." 45 reports say "poor, fair and light"; 562 reports put the average yield per acre as 39.45 bus. Will farmers sell freely at the price? Of replies 462 say "No"; 71 say "Yes." Relative to corn 535 reports put the present condition of the growing crop at 90.47 per cent; 491 estimate the yield of the growing crop at 43 bus. per acre; 407 state there is 14,233,000 bus. of old corn remaining to be shipped from last year's crop.—S. W. Strong, Sec'y Illinois Grain Dealers Ass'n.

### INDIANA.

Indianapolis, Ind., Aug. 23.—Practically all the wheat in Indiana is threshed. Much of the grain has been stored by the farmers who anticipate a rise in the market. The cash wheat has about all been marketed. The farmers used fertilizer last year reaped the benefits this harvest, as the fertilizer wheat was much the best. It is safe to say that a greater amount of fertilizer will be used this fall. The estimate of the wheat crop in Indiana is 34,241,000 bus. with a quality of 82%. It is reported that farmers in western Indiana have discovered that the stacked wheat. This fact will likely induce the farmers concerned to thresh and market their wheat as quickly as possible. The oats crop promises a good yield. Oats in shock suffered some damage from heavy rains but not enough to materially affect their sale. Fifty and sixty bushels per acre are reported in Newton county. The average in the state is placed at 37 bus. From present indication there will be one of the largest corn crops ever raised in the state this year. In some localities the stalks are unusually tall. Some have been exhibited that are eighteen feet long. Severe wind storms have damaged big corn in some counties and high waters in the White river and the Kankakee river bottoms.—F.

### IOWA.

Walcott, Ia., Aug. 19.—No rain here for some time and corn is going back every day. The bumper crop is out of the question now and we will be happy if we get a very ordinary one.—Stockdale & Dietz Co.

Merrill, Ia., Aug. 16.—Wheat yield about 16 bus. per acre; good quality testing 56 to 62. Oats a light crop, but good quality. Most grain is being stacked. Prospects promise a large corn crop in this locality.—D. L. Mooney, mgr. Plymouth Mfg. Co.

Iowa reports indicate material decrease in production of barley compared with last year account smaller yield, also slight falling off in acreage. Quality averages inferior to last year, being damaged and unsuitable for malting. Barley is largely shrunken and blighted, but fair proportion is medium to plump and reasonably sound. Color uneven, discoloration being general

and only a small percentage free from this defect. Acreage estimates as compared with last year range from 50 per cent decrease to 30 per cent increase and average about 1 per cent decrease. Yield per acre estimates range from 10 to 40 bus. and average about 20 bus., or 8 bus. less than last crop and 6 bus. less than crop of 1907.—E. P. Bacon Co., Milwaukee, Wis.

Correctionville, Ia.—The new crop is very good in this territory with the exception of barley, which is on the shoe peg variety. The test was 42½ on the best of it, color fair, yield per acre, 9 bus. New oats are fair, quality better than last year; yield will be as large. We have some that tested 33 lbs. Late oats are extra good. Corn is fine, and barring future accidents we will have the largest corn crop for years. The weather has been very warm for the last two weeks. There has been some shock threshing done, but the grain is a little green. By next week threshing will be on in full blast. Spring wheat is of very poor quality. This is the only kind that I have seen threshed, but the reports on the winter wheat say it is fine. The spring wheat will be 40 bus. to 45 bus. per acre. Geo. F. Burns, agent, Trans-Mississippi Grain Co.

Iowa had a cold, damp spring and the barley crop will be 20% less than last year, with a yield of 20 bus. to the acre. In some spots in Iowa the grain is better but not good enough to make good malting barley. Some of the barley is very light. Minnesota has a yield about 15% less than last year, with the quality better than in Iowa. Around Rochester and Winona the yield is better at 22 to 23 bus. per acre, and sounder quality. In most of So. Dakota the barley crop is not anything to brag of. From Madison to Brookings the yield is about the same as last year, and the quality very good. Even the quality for a yield in this district of 30 bu. an acre of fine malting barley. Wisconsin has about the same crop as last year except thinner and a little bit more variable. Some is light and stained and the other fields excellent. Most elevators in the state report that they will handle less bus. of grain last year.—Geo. J. Zimmerman of Milwaukee Malt Co.

### KANSAS.

Pendennis, Kan., Aug. 20.—Grain crop very light.—Geo. Young.

Bigelow, Kan., Aug. 12.—Wheat here is a good crop averaging about 24 bus. Corn, good prospect. Lots of old corn to move.—Wilkin & Miller.

Bison, Kan., Aug. 20.—Our crop is very short, wheat is a poor grade and not much to average. Test 54 to 56 bleached and average about 5 to 8 bus. to acre.—Jones & Erni.

Hiattville, Kan., Aug. 18.—Oats and wheat yield only fair, but a large crop of corn is expected, especially after another heavy rain. Acreage is large. Flaxseed is threshing out a fair yield of good quality.—R. T. Williams.

### MICHIGAN.

Lake Odessa, Mich., Aug. 20.—Wheat in this section is of fine quality and business is very good.—Geo. E. Kart.

Detroit, Mich., Aug. 23.—Wheat harvesting is practically finished and in some instances there have been yields of from 35 to 40 bus. to the acre. In previous years corn has been a failure in some parts of the state but this year it is claimed corn never looked better. It promises a heavy yield. Rye is in fine condition. Oats are very heavy. The weather conditions have been altogether favorable to oats and there are numerous reports of yields averaging 70 and 75 bus. to the acre.—B.

### MINNESOTA.

Marna, Minn., Aug. 24.—Threshing has just commenced here, as heavy rains after cutting delayed threshing somewhat. Wheat yield here in Faribault Co. will average 15 bus.; oats, 30; barley, 25. Corn will be a big crop. Quality of all grain is better than for a number of years.—J. M. Brown, Agt. Western Eltr. Co.

Minneapolis, Minn., Aug. 24.—We had 10 days of very trying weather for our crops from Aug. 5 to 15. During that time we had a great deal of rain and heat. In the northern part of North Dakota there was some damage to wheat by the heat. In the Red River Valley there was altogether too much rain and harvest was delayed because the ground was soft, with the result that some grain shelled out. Little wheat is left to cut and that is principally in the Minot country. The crop is now largely in shock or stack; threshing is progressing rapidly and active movement to market has commenced. Wheat (except durum), oats, flax and corn promise the largest yields we have ever had. Durum wheat and barley



have not done so well this year as last.—The Van Dusen-Harrington Co.

Taken as a whole, Minnesota, North and South Dakota, have a better yield of wheat per acre than ever before. While this cannot be called a "whole" crop, it is more uniformly good. The northern half of So. Dakota is making a much better showing than usual, and throughout the state there will be an average yield of about 16 bus. per acre. Corn also is in excellent condition. Flax never was so good. The good acreage of oats is equal to other good years. The barley crop, owing to some unknown cause, is poor. The yield is small and the grain shrunken.—Frank D. Hinkley, former Chief Grn. Insp., Milwaukee, Wis.

Minnesota barley crop reports are from the southern and western barley sections of the state and indicate somewhat smaller production than last year account of lighter yield. Quality varies materially, ranging from feed to choice malting, but apparently larger percentage is of latter. Berry is largely short, light weight and "medium" and considerably blighted, but generally sound. Color is uneven, large percentage being discolored, but apparently about one-half is reasonably free from damage in this respect. Acreage estimates compared with last year range from 55 per cent decrease to 50 per cent increase, but average shows no change. Yield per acre estimates range from 12 to 40 bus., and average about 24 bus., or 2 bus. less than last crop, and some less than crop of 1907.—E. P. Bacon Co., Milwaukee, Wis.

## MISSOURI.

Merced, Mo., Aug. 13.—Corn condition 50; acreage about same as last year after deducting loss by flood. Weather warm past ten days, but no damage yet by dry weather. Plenty of moisture in the soil and crops are making good headway, generally dark color, but some fields spotted by wet weather last month. Corn turning out good, more than double that of last year. Wheat made 10 to 15 bu. per acre total yield, about same as last year. Hay crop only fair; local demand heavy, no surplus, will need to ship in hay. Timothy acreage cut is less than last year. Millet acreage double that of last season and promises good crop of hay. Acreage of oats very small, crop light, quality only fair. Some speltz seeded but yield and quality very poor. Some buckwheat seeded after the flood last month and promises big yield. Some old corn yet in farmers hands but they are still holding. Very little wheat being marketed and no oats. There is a general disposition among farmers to hold nearly all grain and seeds.—Alley Grain Co.

## NEBRASKA.

Greeley, Neb., Aug. 21.—Corn has not been hurt very much around here by dry weather. Have just started to thresh.—G. C. Cleveland, agt. W. T. Barstow Grain Co.

Moorefield, Neb., Aug. 17.—Our corn has been cooked to death by excessive heat and lack of rain. We will have enough to feed but none to ship.—James Pearson, agt. Shannon Grain Co.

South Bend, Neb., Aug. 21.—Small grain crop good with fair yield. Wheat average about 25 bus.; oats, 35 to 40. Corn has commenced to fire and if rain does not come to its relief it will do well to make half a crop; it is now hurt about 10 bus. per acre.—Agt. Evans Grain Co.

Rosalie, Neb.—Corn around here is looking the best it has for a number of years. While small grain is also good compared with former years, excepting barley, which is our poorest crop this year. Some who have threshed report as low a yield as 16 bus. per acre, altho there will not be much like that. The general run will be between 25 and 30 bus.—Holmquist Gr. & Lbr. Co.

Harvard, Neb., Aug. 20.—The weather is extremely dry and hot in this vicinity and the corn yield will not average over 10 to 12 bus. Some corn already cut. North and northeast of us conditions are better. Probably half a crop of corn will be harvested. Fall plowing for wheat is practically abandoned for the present. Wheat yielding from 25 to 30 bu. per acre.—A. Z. Megrue, agt. Updike Grain Co.

## NORTH DAKOTA.

Valley City, N. D., Aug. 20.—Threshing will start here Monday. Wheat reported damaged 25% by rust and I think it is so.—L. J. Swanson, agt. Occident Elevator Co.

Lidgerwood, N. D., Aug. 20.—Threshing has just started. Grain is not turning out as well as expected. No damage by rust in this vicinity. Quality fair.—John A. Munson.

Mantador, N. D., Aug. 19.—Harvesting here is nearly done and a good yield is expected. Threshing will commence in a few days.—W. F. Benz, agt. Osborne-McMillan Eltr. Co.

## OHIO.

Jaysville, O., Aug. 19.—Oats yield 30 to 35 bus. per acre, badly colored. Corn looks fine. Not much wheat in this locality; some hay. Young clover looks well.—Harry McCool.

Rockford, O., Aug. 17.—Corn crop very promising. Oats moving slowly as farmers not inclined to sell at 35c, present price, and are putting corn in their bins. Yield is about 30 bus. per acre.—Behymer Bros.

## PENNSYLVANIA.

Philadelphia, Pa., Aug. 18.—Advices from all over Pennsylvania, New Jersey and Delaware, from the wheat, corn and oats growing sections, now indicate the four weeks' drought has been broken, and copious rains have revived the grain and pasturage just in time to save the crops.—S. R. E.

## SOUTH DAKOTA.

Colton, S. D., Aug. 12.—Harvest about over; crop good.—Peterson Land Co.

Rockham, S. D., Aug. 5.—Crop fine; wheat yield 15 bus. Big hail storm in Faulk, Hand, Spink and Beadle Counties.—E. P. Mack, former agt. Eagle Roller Mill Co.

Platte, S. D., Aug. 23.—Threshing has commenced and wheat is averaging 12 to 15; oats from 30 to 50; barley about 20. Corn crop is looking fair. Need a rain to make full crop. The way it now looks corn crop will make a 65%.—Paul Rossbach, Mgr. Chas. Mix Co. Farmers Co-op. Co.

South Dakota reports indicate a smaller production of barley compared with last year account lighter yield and slight shrinkage in acreage. Quality uneven, averaging lower than two previous crops, and smaller percentage suitable for malting. Berry largely shrunken, due to blight caused by heat. A fair proportion, however, is good weight and no material unsoundness reported. Color uneven, larger percentage than usual being discolored, a majority of reports indicating damage in this respect, and much of it will be "mottled." Acreage estimates compared with last year range from 35 per cent decrease to 30 per cent increase, the average showing less than 1 per cent decrease. Yield per acre estimates range from 12 to 40 bus., and average about 24 bus., or 2 bus. less than last crop, and 2 bus. less than crop of 1907.—E. P. Bacon Co., Milwaukee, Wis.

## WISCONSIN.

Mondovi, Wis., Aug. 10.—Wheat crop fair; barley good; oats and rye about as good as this section ever raised and new grain now moving freely.—S. N. Knudson.

Lena, Wis., Aug. 10.—Peas and oats are very good; corn fairly good. Our hay crop was No. 1 and good quality. Have had no rain here for the past two weeks and late crops are beginning to suffer.—J. N. Bassett.

Madison, Wis., Aug. 1.—In many locations barley and oats have been hurried in ripening and as a result both the quantity and quality of this crop is more or less affected. In most locations corn has made rapid growth, and with rain, soon, would make a good showing. Where the crop was not well worked, or planted upon light, sandy soils, it has been badly damaged. Carefully prepared estimates of the principal farm crops show the following condition percentages: Spring wheat, 92; spring rye, 92; barley, 86; oats, 84; peas, 90, and corn, 85.—John M. True, sec'y Wis. State Board Agri.

Milwaukee, Wis., Aug. 14.—Reports indicate a smaller production of barley than last year, account of lighter yield and a slight decrease in acreage. Quality varies materially and on average not as choice as last year. The berry is uneven, ranging from badly shrunken to plump, larger percentage being medium and light weight, but generally sound. Color is irregular, considerable being quite discolored, but mostly good color, depending upon harvesting conditions. Large percentage will be "mottled" when threshed. Acreage estimates compared with last year range from 50 per cent decrease to 30 per cent increase. Average indicates slight decrease. Yield per acre estimates range from 10 to 45 bus., and average about 26 bus., or 4 bus. less than last crop, and about the same as crop of 1907.—E. P. Bacon Co.

## WASHINGTON.

Pine City, Wash., Aug. 20.—Grain crops are good here and the yield is very large.—C. H. L., Agt. Kerr-Gifford Co.

## Exports.

Buckwheat amounting to 186,702 bus. was exported during the twelve months ending June, 1909, against 116,127 bus. during the corresponding period of 1907-8.

Broomcorn valued at \$304,522 was exported during the twelve months ending June, against \$266,696 during the corresponding period of 1907-8.

Malt amounting to 163,230 bus. was exported during the twelve months ending with June, against 224,991 bus. for the corresponding period of 1907-8.

Linseed oil cake amounting to 682,764,545 lbs. was exported during the twelve months ending with June, against 696,135,862 lbs. during the corresponding period of 1907-8, as reported by O. P. Austin, chief of the Bureau of Statistics.

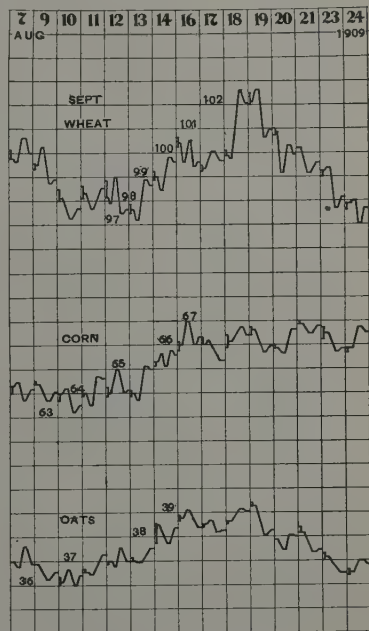
All the coal oil in the United States will be exhausted in 27 years, says D. T. Day, petroleum expert of the U. S. Geological Survey, and the Standard Oil Co. is storing oil all over the country at the rate of 2,000,000 gallons a month.

By grafting the strawberry plant on an alfalfa root a certain investigator promises strawberries all summer. This scheme is almost as good as the old one of hybridizing the honey bee and the lightning bug in order to get a bee that could work all night.

Seizures of bleached flour have been made by the federal government at Davenport, Mitchellville, Ottumwa and other Iowa points, so that millers who have been pleading with Sec'y James Wilson for a settlement of the controversy by a test case will be gratified.

## Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the September delivery at Chicago for 2 weeks prior to Aug. 25 are given on the chart herewith:



## First Decision Under New Pure Food Law of Kentucky.

The Court of Appeals of Kentucky on June 11 affirmed the decision of the circuit court of Ohio County against W. H. Small & Co., of Evansville, Ind., imposing a fine of \$100 for selling adulterated and misbranded feed.

In October, 1907, defendant sold and delivered to F. M. Allen, in Ohio County, Ky., 100 pounds of a food product marked 'XXX Mixed Feed,' and guaranteed its analysis to be as follows, viz.: 'Protein 13.81 per cent; fat 3.15 per cent; made from wheat middlings, corn.' It is charged that the article was largely adulterated with corn cob meal and contained only 12 per cent of protein. The prosecution was under the act of Mar. 13, 1908, now section 1905a of the Kentucky Statutes of 1909.

On each sack of the food that W. H. Small & Co. sold was a paper label or tag, with the following printed matter on it:

\$100 penalty for using this tag second time.

100 pounds.

XXX MIXED FEED

Made by

W. H. Small & Co.,

Evansville, Ind.

Guaranteed Analysis.

Protein .....	13.81
Fat .....	3.15

Made from:

Wheat Middlings.	Per cent.
Corn.	

The above is the manufacturer's or dealer's guarantee and the sale of this package is authorized subject to the feed stuffs law.

M. A. Scovell, Director,  
Kentucky Agricultural Experiment Station,  
Lexington, Kentucky.

The evidence established that a merchant, named Allen, in Ohio County, bought several sacks of this feed stuff, and that he sold a sack of it with the tag attached to a farmer named Dr. W. M. Warden, who wanted the food for a hog. Finding that his hog would not eat the food, Dr. Warden wrote M. A. Scovell, the director of the experiment station, for information looking to an analysis of the food. In response to this letter, the director sent J. W. McFarland, state inspector of mill feeds, fertilizer, and field seed, to Dr. Warden, and McFarland obtained from Dr. Warden a sample of the feed stuff he had purchased from Allen; the sample being taken from the sack in which it was when purchased by Warden, and that had on it at the time the tag or label before mentioned. This sample McFarland sealed and sent by express to the experiment station. McFarland further testified that W. H. Small & Co. had made application, which was granted, to the experiment station for license to do business and handle feed stuffs in Kentucky, and tendered with his evidence the original application, which reads as follows: Application for License to Sell Concentrated Commercial Feeding Stuffs in Kentucky.

M. A. Scovell, Director, Lexington, Ky.: Application is hereby made to sell concentrated commercial feeding stuffs in Kentucky during the year ending December 31, 190—, with names of brands, name and address of the manufacturer, net weight of package, guaranteed analysis, and names of ingredients from which it is made.

Brand Manfr.	Net wt.	Protein	Fat	Ingredients
XXX W. H. Small	100	13.81	3.15	Wheat
Mixed & Co.				Midds.
Feed				& Corn

[Signature] W. H. Small & Co.,  
Evansville, Ind.

June 19, 1907.

H. D. Spears, state feed inspector, testified: That he was a graduate in chemistry and had been connected with the experiment station of Kentucky for

more than a year; that he made an analysis of the sample sent to the station by McFarland, and the analysis showed 12 per cent protein, 3.56 per cent fat, and 30 per cent corn cob. He further testified that the food stuff, if made according to the application and in conformity to the label, should only have contained corn and wheat product and no cob; that the cob had no food value whatever.

The court said: The evidence in behalf of the commonwealth—and no testimony was introduced for the defendant—proved that upon the application of W. H. Small & Co. the experiment station issued to it license to sell a food product made of wheat middlings and corn, guaranteed to contain 13.81 per cent of protein, and 3.15 per cent fat, and that under authority of this license Small & Co. fraudulently imposed upon the public a product that did not contain the percentage of protein guaranteed by it, and that did contain 30 per cent of corn cob, a substance entirely worthless for food purposes. The evidence conclusively established that the sample analyzed at the experiment station was taken from a sack of the food stuff sold by Small & Co., and labeled with one of the tags furnished it by the experiment station. The evidence fully supported the charges that the food was both adulterated and misbranded.—120 S. W. 361.

In eastern Siberia, where the humidity of both climate and soil is remarkable, a fungus composed of microfungi forms upon the ears, and bread made therefrom gives all the results of an overdose of alcohol. Whole districts of the country are affected by this "alcoholized bread."

## New Elevator at Lodi, Wis.

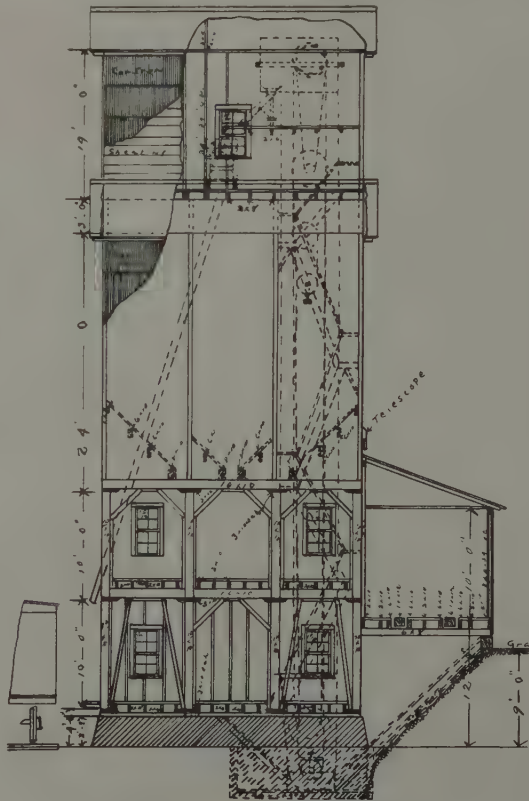
Wisconsin dealers seem to have been somewhat backward in adopting modern facilities for handling grain by machinery. Many of the houses are flat warehouses, necessitating the shoveling and handling of grain in bags. Here and there, however, we find indications of a progressive spirit.

The Lodi Grain Co. has a new modern elevator just completed at Lodi, Wis., by the Younglove Construction Co., which is designed to reduce the manual labor necessary to conduct the company's grain and seed business to a minimum, as is shown by the plans illustrated herewith.

The elevator proper is 24 x 30 feet and cribbed 24 feet above the work floor. A large warehouse, 24 x 50 feet adjoins, and on one side a lean-to is provided for driveway, dump and pit. The elevator and warehouse have cement floor in the basement. Both parts have two stories with ceilings of equal height. A freight elevator facilitates the handling of salt, peas and seeds between the floors. Both stories are well lighted.

Above the working stories of the elevator proper rise the nine hopper bottom bins, through one of which extends the stairway and an elevator leg. The receiving pit, under the dump in driveway, is hoppers and self-cleaning. Grain can be spouted direct from head of elevator direct to cars, sufficient fall being provided so that cars of largest capacity can be loaded without shoveling.

The house is covered with corrugated iron siding and prepared roofing. It is equipped with a No. 1 Wilford Feed Mill,



End Elevation of Elevator at Lodi, Wis.



a 16 h.p. gasoline engine, a Clipper Seed Cleaner, and an Avery Automatic Scale of 1,000 bu. capacity per hour. The new house has attracted much attention from dealers of that section and a duplicate of it is already being erected at Denmark to handle grain and cow peas.

## Books Received

**PLANT DISEASES OF 1908.**—Millet smut, downy mildew of millet, spot disease of millet, powdery mildew of wheat, black blight of wheat and oats, bean anthracnose and bean rust are all considered and suggestions made for proper treatment in Bulletin No. 104 of the Iowa State College. In reference to the black blight of wheat and oats the circular states that this disease appeared as a general infection of wheat in the fields of the Experiment Farm. The appearance and character of the fungus is described in some detail and preventive measures are recommended. The best of these is stated to be the care of fields and neighboring grounds. In order that they may be kept free from weeds upon which the disease is likely to be growing, thus lessening the chances of its being communicated to the grain crop.—Bulletin No. 104, Agri. Exp. Sta., Ames, Ia.

## Exports of Breadstuffs.

Our exports of breadstuffs during the seven months prior to August 1 included 1,461,092 bus. of barley, 23,434,700 bus. corn, 638,096 bus. oats, 195,336 bus. rye, 13,703,105 bus. wheat and 4,496,557 bbls. wheat flour; compared with 1,360,641 bus. barley, 24,919,110 bus. corn, 523,098 bus. oats, 1,711,051 bus. rye, 42,267,146 bus. wheat and 7,273,241 bbls. wheat flour during the seven months prior to August 1, 1908. The total value of all breadstuffs exported during the seven months ending with July, 1909, was \$57,670,921, against \$96,050,209 during the seven months prior to August 1, 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

## Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

T. St. L. & W. 5029 was set off at Michigantown, Ind., Aug. 21, leaking oats at side and end. Very bad car.—N. O. Davis & Co.

Frisco 66229 going south thru Mounds, Okla., Aug. 20, leaking wheat badly at side about half way between door and end of car.—R. L. Barton.

N. Y. C. & H. R. 15560 passed thru Thorntown, Ind., Aug. 15, going east, leaking oats at end near floor.—R. S. Stall & Co.

St. L. I. M. & S. 19116 passed thru Solomon Rapids, Kan., Aug. 18, leaking badly at side. Fixed it up best we could for the time we had.—Johnson & Thierolf.

C. M. & St. P. 45354 side-tracked at White Rock, S. D., Aug. 18, leaking wheat over drawbar. A very bad leak.—X.

C. Gt. W. 19494 passed thru German Valley, Ill., Aug. 17 eastbound, leaking white corn at side door.—T. J. Cordes.

B. & O. 77469 passed thru Pleasant Corners, O., Aug. 16, going north on B. & O. S-W, leaking on side above boxing. No opportunity to repair.—Raymond, Grant & Co.

M. & St. L. 4490 passed thru Hermon, Ill., Aug. 14, leaking oats at side of car. Repaired the best we could while train stopped.—J. F. Smith.

C. O. & G. 27969 in yards at Kansas City, Aug. 7 left a trail of wheat along the city for quite a distance, leaking badly over trucks in floor. Wheat piled on ground clear up to bottom of car and several persons taking away good sized sacks full of wheat.—A. W. Wickham & Co., Salina, Kan.

C. O. & G. 49839, Rock Island Route, passed through Ruthven, Iowa, Aug. 6 on M. & St. L. Ry, leaking wheat at end of bolster bearing inside of car sill.—R. J. Hughes.

WABASH 60672 passed thru Milmine, Ill., eastbound Aug. 5, leaking white corn at side of car.—Willis Samuel.

MINN. & INTER. 5068 with top broken out at side and leaking oats badly was transferred by section crew into Iowa Cent. 04096 at Madison, Minn., Aug. 2. Loss must have been considerable.—E. L. Stromswold.

WIS. CENT. 14726 passed this point going east morning July 31, leaking at end and side. We nailed the side as best we could but did not have time to repair end.—J. J. Stevens.

WABASH 60817 passed Colburn, Ind., in train 74 July 31, leaking wheat badly at corners and over drawbar. Car was not sealed and had hot box. Called train crew's attention to leak.—W. F. Noble.

L. S. & S. L. 13331 in Frisco Yards at Enid, Okla., July 30, with door jam busted and leaking badly.—W. B. Johnston.

B. & O. 180251 passed thru Crooks Sta., O., July 24, on local leaking wheat badly on side and at door.—A. H. Cratty.

S. P. N. M. 82563 leaking badly about July 23 when it arrived at Salina, Kan., in U. P. train on McPherson branch. Corn door post sprung out. Train crew stopped it up with burlap at Salina. Car bore a Vantor, Kan., seal.—A. W. Wickham & Co.

C. B. & Q. 24842 passed thru Bushnell, Ill., July 22, leaking wheat at two places on side of car.—S. A. Hendee.

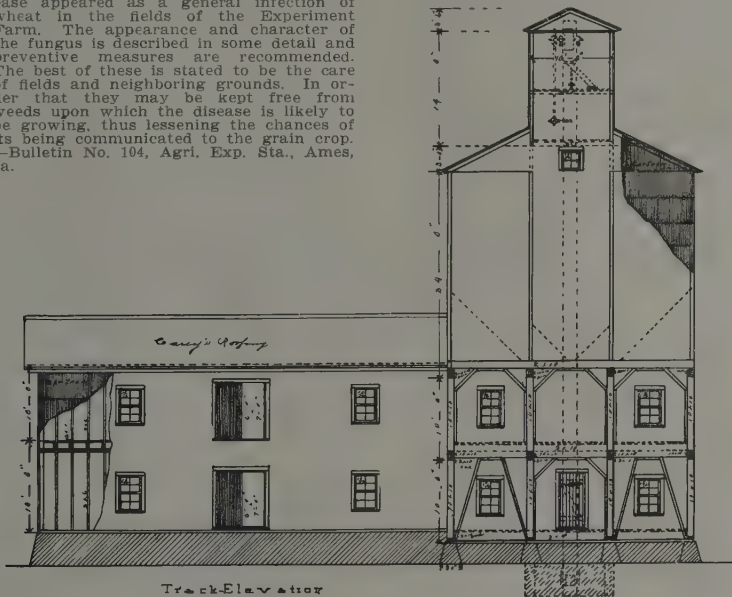
C. B. & Q. 32016 on train 92, was leaking wheat at Prairie City, Ill., July 21. I repaired same while car was standing at our station.—N. B. Johnson.

T. H. P. car 20669 passed Redmon, Ill., July 3 leaking at end. Boards had become loose and had not been nailed tight in cooping. Car had hot box. We repaired it as best we could in the short time it stopped and reported to the train crew.—John Lawson.

C. M. & St. P. Car 30686—40,000 lbs. cap., was leaking wheat in yards at Farmington, Minn., June 30.—B. De Merseman.

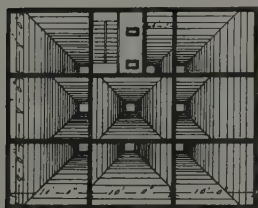
C. M. & St. P. car 21880 passed thru Madrid, Ia., June 27, leaking shelled corn at corner. A large leak.—E. L. Kreger.

M. & St. L. 9014 passed east thru Echo, Minn., June 25, leaking wheat at side. Repaired as best I could while train stopped.—H. B. Engel.

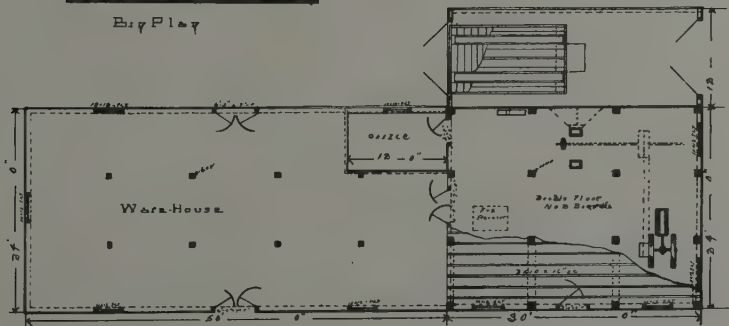


Track-Elevator

Track Elevation of Elevator at Lodi, Wis.



Bin Plan



Floor-Plan

Bin Plan and Floor Plan of New Elevator at Lodi, Wis.

# New Grain Tariffs

Among the new freight tariffs covering grain, seeds, hay and straw, filed with the Interstate Commerce Commission to become effective upon date specified in each abstract, as reported by *The Traffic Bulletin* of Chicago, are the following:

## GRAIN AND GRAIN PRODUCTS.

**L & N**, Sup 3 to ICC No A10502, grain from Elizabethtown, Ky., to Cincinnati, O., 15½¢; effective Sept. 16.

**T P & W**, Sup 1 to ICC No. 661, grain, grain products, from points on T P & W to points in C F A territory; effective Oct. 1.

**Vandalla**, ICC No 2371, grain and grain products, C L, from Peoria, Ill., to points in C F A territory; effective Sept. 9.

**L V**, ICC No B4512, grain, grain products, C L, from Peoria, Ill., to points in C F A territory; effective Sept. 9.

**Pa Co**, Sup 2 to ICC No F151, grain, grain products, from stations on Pa Co to points in C F A territory; effective Sept. 15.

**Erie**, ICC No 7717, grain, from East Buffalo, N. Y. (ex-lake), to Allegheny, Butler and Pittsburgh, Pa.; 7¢; effective Sept. 15.

**N Y C & St L**, Sup 10 to ICC No 2507, grain and grain products from stations on N C & St L to eastern cities; effective Sept. 6.

**L V**, ICC No B4512, grain, grain products, from stations on L V and connections to points in Pennsylvania and New York; effective Sept. 13.

**C R I & P**, Sup 50 to ICC No C7901, wheat, corn, oats and barley, from Peoria, Ill. (when from beyond), to Chicago, Ill., 4¢; effective Sept. 20.

**Chi C & L**, ICC No 743, grain and grain products, from stations on Chi C & L to Cincinnati, O., and other stations on Chi C & L; effective Sept. 9.

**S W Trf Com**, Sup 5 to ICC No 536, grain, grain products, seeds, hay and straw, from points in Oklahoma to points in Texas; effective Sept. 20.

**S W Trf Com**, ICC No 627, grain, grain products, seeds, hay and straw, from western and southwestern points to points in Louisiana; effective Sept. 15.

**N Y C & H R**, ICC No B10574, R R No A1667, wheat, rye, barley, oats and flaxseed, from Buffalo, N. Y., to New England points; effective Sept. 10.

**B & O**, Sup 43 to ICC No 6488, grain and grain products, from Cleveland, O., to Baltimore, 9½¢; Philadelphia, 10½¢; New York, 12½¢; effective Sept. 15.

**C F Assn**, Sup 2 to ICC No 111, grain and grain products, from Milwaukee, Manitowoc and common points to points in C F A territory; effective Sept. 24.

**C C C & St L**, ICC No 4930, R R No 832M, grain, grain products, from stations on C C C & St L to eastern and interior eastern points; effective Sept. 15.

**C B & Q**, Sup 2 to ICC No 9555, grain and grain products, from stations in Kansas and Nebraska to Ohio River crossings and southern points; effective Sept. 15.

**C & E I**, ICC No 2458, corn and oats, from all stations on E & T H and E & I to points in Alabama, Mississippi, Louisiana and Florida; effective Sept. 11.

**W T L Com**, ICC No A61, oats, rye and barley, from western points (when from beyond) to eastern and Virginia cities and New England points; effective Oct. 1.

**B & O**, Sup 15 to ICC No 7232, grain, grain products, from Chicago, South Chicago, Ill., Whiting and Indiana Harbor, Ind., and eastern cities; effective Sept. 11.

**C St P M & O**, ICC No 3610, grain products, from St. Paul, Minneapolis, Minnesota Transfer or Stillwater, Minn., to eastern Canadian points; effective Sept. 9.

**St Joe & G I**, ICC No A340, 6148, grain, grain products and seeds, from stations on St Joe & G I to St. Louis, Peoria and Chicago and St. Paul; effective Sept. 19.

**Mo Pac**, grain and grain products, from Texarkana, Ark. (to be used only on traffic originating at points outside of state of Arkansas), to Stamps, Ark.; wheat (only), 9¢; corn (only), 8¢; flour, 12¢, and cornmeal, 11¢; effective Sept. 5.

**Can Pac**, ICC No E899, grain, grain products from Fort William, Port Arthur, Ont., to Boston, Boston Junction, Mystic Wharf, Mass., 27¢; effective Aug. 17.

**B & O**, Sup 2 to ICC No 8395, grain, grain products, from points in Ohio to points in Michigan, Indiana and Ohio; effective, state, Aug. 23; interstate, Sept. 11.

**Grand Trunk**, Sup 2 to ICC No A1276, grain, grain products, from Chicago, Ill., and Milwaukee, Wis., (across lake), to points in C F A territory; effective Sept. 15.

**Can Nor**, ICC No 79, grain screenings, from stations in Canada to St. Paul, Minneapolis, Minnesota Transfer, Duluth, Minn., and Superior, Wis.; effective Sept. 18.

**C I & Sou**, Sup 9 to ICC No 917, GFO-131D, grain and grain products, from stations on C I & Sou and C & Wabash Val to points in C F A territory; effective Sept. 15.

**Ann Arbor**, ICC No A168, R R No GFD-A212, grain, grain products, from stations on Ann Arbor and connections to western points; effective, state, Aug. 24; interstate, Sept. 15.

**Pere M**, Sup 10 to ICC No 1692, 2050, grain, grain products, from stations on Pere M. to eastern and Virginia cities, New England and Canadian points; effective Sept. 13.

**C C C & St L**, Sup 11 to ICC No 4624, grain, grain products, from points in Indiana to Chicago, East St. Louis, St. Louis, Kankakee, Pekin and Peoria; effective Sept. 15.

**C & N W**, Sup 1 to ICC No 7017, grain, from Omaha, Neb., and Council Bluffs, Ia., to points in Ohio and Indiana, destined to southeastern and Carolina territory; effective Sept. 15.

**N Y C & St L**, Sup 4 to ICC No. 2471, grain, grain products, from stations in Ohio and Indiana to points in Michigan, Illinois, Ohio, Indiana and Kentucky; effective Sept. 16.

**C C C & St L**, Sup 1 to ICC No 4834, grain and grain products from Claypool, Silver Lake and Rose Hill, Ind., to Jeffersonville, Ind., 9¢; to Louisville, Ky., 10¢; effective Sept. 15.

**Vandalla**, Sup 3 to ICC No 2235, grain, grain products, from St. Louis, Mo., and all stations on Vandalla to eastern and Virginia cities, New England and Canadian points; effective Sept. 15.

**Iowa Cent**, ICC No 2160, wheat, corn, oats, rye and barley, between Chicago, East St. Louis, Ill., or St. Louis, Mo., and Illinois stations on Iowa Cent; effective, state, Aug. 1; interstate, Aug. 15.

**Chi C & L**, Sup 1 to ICC No 732, 769A, grain, grain products, from Chicago, Ill., and Hammond, Ind., and stations on Chi C & L to eastern and interior eastern and Canadian points; effective Sept. 16.

**Grand R & I**, Sup 6 to ICC No 727, grain, grain products, from stations on Grand R & I and connections, also from Mackinaw City, Mich., to eastern cities and Canadian points; effective Sept. 15.

**C C C & St L**, Sup 31 to ICC No 3558, grain and grain products, from stations on C C C & St L and Cn Nor to Buffalo, N. Y., Charleston, W. Va., and Pittsburgh, Pa., and rate points; effective Sept. 15.

**Mo Pac**, ICC No A1110, grain, grain products, seeds, hay and straw, from Missouri River points and points in Missouri and Kansas to Ohio and Mississippi River crossings and southern points; effective Sept. 15.

**C R I & P**, Sup 41 to ICC No C7692, grain, grain products, from St. Louis, Hannibal, Mo., East St. Louis, Alton, Quincy, Ill., to stations in Illinois, Iowa, Nebraska, Minnesota, Missouri and South Dakota; effective Sept. 15.

**Grand Trunk**, ICC No. 1252, corn, ex-lakes, from Collingwood, Depot Harbor, Goderich, Meaford, Midland, Point Edward, Ont., Sarnia and Tiffin, Ont., and Port Huron, Mich., to Portland, Me., 5.65¢ per bushel; effective Sept. 15.

**K C Sou**, ICC No 2604, grain, grain products, seeds, hay and straw, from Kansas City, Mo.-Kans., Missouri River points stations on K C Sou and Little Rock, Pine Bluff, Ark., and stations on St L & S W and connections; effective Sept. 20.

**C C C & St L**, Sup 1 to ICC No 4774 R R No 1430B, grain, grain products, from Terre Haute, Ind., to Alton, East St. Louis, Ill., and St. Louis, Mo., 6¢; effective Sept. 15.

**C St P M & O**, Sup 5 to ICC No 3570, malt, from St. Paul, Minneapolis, Minnesota Transfer and Stillwater, Minn., to Duluth, Minn., Superior, Superior (East End) and Itasca, Wis., 5¢, to Ashland and Washburn, Wis., 7½¢; effective Sept. 15.

**Gt Nor**, Sup 12 to ICC No A2367, corn, oats, feed and articles (taking same rates, from Sioux City, Ia., Yankton, S. D., and intermediate points, also stations in Nebraska to stations in Minnesota, North Dakota, South Dakota and Wisconsin; effective Sept. 18.

**Ill Cent**, ICC No A7543, grain, grain products and seeds, and articles taking same rates, between Chicago, Ill., and Milwaukee, Wis., and rate points and stations on Ill Cent in Iowa, Minnesota and South Dakota; also Omaha and South Omaha, Neb.; effective Aug. 15.

**M St P & S S M**, Sup 8 to ICC No 2246, grain and products and seeds, from St. Paul, Minneapolis, Minnesota Transfer and Duluth, Minn., and Superior, Wis., to points in Minnesota, South Dakota and North Dakota; effective, from Duluth and Superior, Aug. 16; all other points, Sept. 15.

**Mo Pac**, Sup 37 to ICC No 8485, grain, grain products and seed, from stations on Mo Pac in Missouri, Kansas, Nebraska, Colorado and Oklahoma, also stations on Mo Okla & Gulf to Memphis, Tenn., Cairo, Ill., Belmont, Mo. (proper), River Point, Mo., and Columbus, Ky.; effective Sept. 15.

**C B & Q**, Sup 6 to ICC No 9306, grain, grain products and seeds, between St. Paul, Minneapolis, Duluth, Stillwater, Winona, Minn., and La Crosse, Wis., and rate points and stations in Illinois and Indiana, also west bank Mississippi River points and Green Bay and Kewaunee, Wis.; effective Aug. 15.

**C & A**, Sup 3 to ICC No 79, grain, from Peoria and Pekin, Ill. (when from beyond), to Chicago, Ill., 4¢; brewers' refuse, C L, from Chicago, Ill., to Joliet, Ill., 3¢; wet feed and brewers' refuse, C L, from Chicago, Ill., to Argo, Lambert, Lemont, Lockport, Mount Forest, Summit and Willow Springs, 3¢; effective Sept. 14.

**Grand Trunk**, Sup 3 to ICC No A1253, grain and grain products, and articles taking same rates from stations on Grand Trunk and D & T S L and Rapid R R, also from Chicago, Ill., and Milwaukee, Wis. (across lake), when originating at points west thereof to eastern, New England and Canadian points; effective Sept. 10.

**C & A**, Sup 30 to ICC No 1681, grain and grain products, from stations in Missouri and Illinois and stations on the Macoupin County Ry and Holt, Mo., and R R, also from East Louisiana, Ill. (originating at points west of Mississippi River, except Pacific Coast territory), to Atlantic seaboard, interior and western termini points, also principal points in Canada; effective Sept. 7.

## EXPORT.

**B & O**, Sup 43 to ICC No 6488, grain, grain products, from Cleveland, O., to Baltimore, 7½¢; Philadelphia, 8½¢; New York, 10½¢; effective Sept. 15.

**M & O**, ICC No A485, grain milled in transit or weighed at Cairo, Ill., to be re-shipped to shipside Mobile, Ala., New Orleans and Port Chalmette, La.; effective Sept. 12.

**Ill Cent**, ICC No J5174, barley, corn, oats, rye, 10½¢, and wheat, 11½¢, from East St. Louis, Ill., and St. Louis, Mo., to New Orleans, La., shipside, for export; effective Sept. 12.

**Vandalla**, Sup 3 to ICC No 2235, grain, grain products, from St. Louis, Mo., and all stations on Vandalla to eastern and Virginia cities, New England and Canadian points, for export; effective Sept. 15.

**Mo Pac**, Sup 25 to ICC No 9611, grain and grain products, from stations on Mo Pac in Missouri, Kansas, Nebraska, Colorado and Oklahoma; also stations on Mo Okla & Gulf to New Orleans, Westwego, La., and Mobile, Ala., for export; effective Sept. 15.

## ELEVATION AND TRANSIT.

**C H & D**, ICC No 2327, rules and instructions governing furnishing grain door; effective Sept. 17.

**Gt Nor**, ICC No A3060, rules governing allowance for grain doors at stations in Canada; effective Sept. 20.

**P & R**, ICC No J1849, grain, elevation, storage and weighing charges at Philadelphia, Pa.; effective Sept. 28.

**C R I & P**, Sup 3 to ICC No C5637, rules governing delivery of grain to lake boats at Chicago and South Chicago, Ill.; effective Sept. 13.



Wabash, Sup 8 to ICC No 1001, grain, grain products, rules governing furnishing cars for grain loading of different size than ordered; effective Sept. 6.

K C Sou, ICC No 2596, rules and regulations governing stopping in transit of grain at Kansas City, Mo.-Kan., when originating at points on C G T and destined to points on K C Sou; effective Sept. 9.

C M & St P, ICC No B1800, wheat, from stations in Minnesota and Superior, Wis. (on shipments from beyond), to be milled or cleaned in transit, for Chicago, Ill., or Milwaukee, Wis.; effective Sept. 8.

P R R, ICC Nos G01194 and G01193, wheat and corn, rules governing milling in transit at stations on P R R, from Erie, Pa., and Buffalo, N. Y., to New York, N. Y., Philadelphia, Pa., and Baltimore, Md.; effective Sept. 27.

C St P M & O, ICC No 3611, wheat, milling or cleaning in transit, from Kansas City, St. Joseph, Mo., Atchison and Leavenworth, Kan. (when originating at stations south or west thereof), to points in Minnesota and Wisconsin; effective Sept. 15.

T St L & W, ICC No 147, rules governing milling and transit privileges on grain and grain products at Alton, East St. Louis, Edwardsville, Granite City, Madison, Venice, Ill., and St. Louis, Mo.; effective Sept. 1.

K C Sou, ICC No 2589 2588 2587, rules and regulations governing reconsignment of grain, grain products, hay and straw and milling in transit of grain at Lake Charles, La., and Texarkana, Ark.-Tex.; effective Sept. 1.

Sou Ry, Sup 8 to ICC No 10774, rules governing milling in transit and reshipping at Nashville, Tenn., on grain, grain products, hay and straw when shipped from Ohio and Mississippi River crossings, cancel; for rates see Tenn Cent ICC A21 and ICC 10774 will apply; effective Sept. 2.

C M & St P, Sup 8 to ICC No. B1435, corn, rye, oats, speltz and barley, from Duluth, Minn., Superior and West Superior, Wis., to St. Louis, Mo., 12.5c; East St. Louis, Ill., 11.5c; effective Aug. 18.

Mo Pac, ICC No A1057, grain, grain products, seeds and broomcorn, between points in Kansas, Nebraska, Missouri and Iowa and points in Colorado, Kansas, Missouri, Nebraska and Oklahoma; effective Aug. 20.

Modern methods of grain storage in elevators will be made a special exhibit at a great industrial and agricultural exposition to be held in 1910 at Lahore, India.

## Drilling Oats Gives Larger Yields Than Broadcasting.

"It is interesting to observe," states Bulletin No. 136, University of Illinois Agricultural Experiment Station, "that a difference of 3.9 bus. per acre over the entire area of 3.4 million acres of oats land in Illinois is a matter of over 13 million bus. of oats annually. At the average farm price of oats this means more than \$4,000,000, which may be taken as fairly representing the possible increase to the state."

The above statement is made in a detailed discussion of present methods employed in the seeding of oats wherein drilling and broadcasting are compared, much to the disadvantage of the latter. Experiments in drilling and broadcasting of oats at Urbana have been conducted three separate years in connection with the regular variety test plots. Each of the three years half of each variety plot has been drilled and half broadcasted. The sowing on both halves of the plots has been done with the same disk drill, the broadcasting by taking the lower ends of the grain spouts out of their places, and by directing the open end forward, letting them scatter the oats in front of the disks instead of exactly in the track of the disks. Thus the process was practically the same as the usual one of broadcasting the seed and disking afterward, and it was also comparable to drilling on the other half of the plot, the seed having been put on with the same machine, doing the same amount of work. In 1907 the drilled oats yielded more in 11 instances, in 2 of the remaining ones the drilled and broadcast halves of the plots yielded exactly the same, and in the remaining 5 cases out of the 18, the broadcast halves yielded more than the drilled. The net average in favor of the drilled oats in the experiments at Urbana covering the years 1905, 1907 and 1908 was 5.3 bus. Similar experiments were conducted at De Kalb

and in nearly the same manner, so far as preparation of the plots was concerned, and in the method of drilling and broadcasting. Also the work at De Kalb was done in connection with the usual variety tests. Conditions of soil and climate at the De Kalb field during the three years (1906, 1907, 1908) were not the most favorable, but the general net average in favor of the drilled oats was 2.7 bus. At Sibley, in Ford county, in the two seasons, 1906 and 1907, a series of oat plots were arranged which were designed to furnish rather a direct comparison between drilling and broadcasting. The field was divided into four parts, each part duplicating the others, with the exception that different varieties were used on the different parts. Averages of all drilled and all broadcasted plots show a gain for the drilled of 3.6 bus.

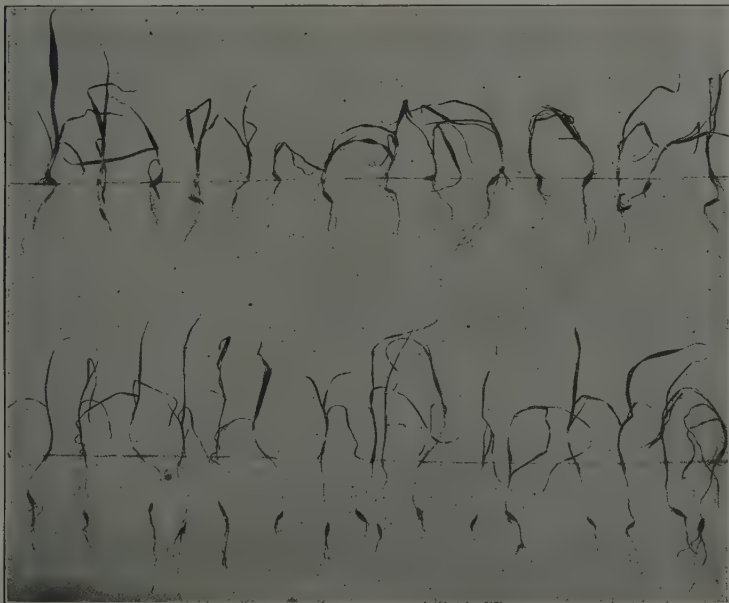
A study of the root systems of young oat plants, the Bulletin states further, gives us a reason why drilled oats grow much more uniformly and therefore yield more bus. per acre than broadcast oats. The engraving herewith shows in the upper line young oat plants taken from the broadcast seeding. In the lower line we have young plants from drilled oats of the same age. The line drawn represents the surface of the ground. These oat plants are placed as nearly as possible in the relative position they were in when washed from the soil. It is instructive to note the plants in the upper half of the illustration and see where the oat grain was found and its position in relation to the surface of the ground. It is also of interest to see the irregularity of depth shown.

In contrast with the upper half of the illustration it is but necessary to note the uniformity of depth of the drilled oats, the similarity of plants and roots, and the even growth in every particular, to be convinced that the regularity of stand secured, the evenness of growth, the power to stand adverse conditions, and the evenness and uniformity of the ripening of any field of drilled oats is not a matter of opinion but rather an easily explained and established fact.

Many of the plants from the broadcast seeding are in such position as to be easily and quickly affected by freezing weather when they are very young, or by drought even after they have attained considerable size. With nearly all, the root system is decidedly more superficial and from its very position indicates that there will be great dissimilarity in rapidity of growth, time of heading, and time of ripening. When we consider the seed that has been left completely uncovered or is so near the surface as to sprout and then succumb to the adverse but natural climatic conditions that will prevail, we must conclude that the increased yield per acre from the use of the drill is but one of the points of superiority of this method of seeding over that of broadcasting.

Considering then the increased yields per acre secured, the evenness of stand, regularity of growth, uniformity of heading and ripening, smaller amount of seed necessary, and the observed effect upon the clover which may be sown, we cannot but conclude that drilling oats is superior to broadcasting as a method of seeding for average Illinois conditions.

The National Corn Exposition at Omaha, Dec. 6 to 18, is being energetically promoted.



On Upper Line—Young Oat Plants taken from Broadcast Seeding.  
On Lower Line—Young Plants from Drilled Oats of the Same Age.

### The Wheat Belt Metal Grain Door.

The question of grain doors for box cars has been interesting shippers, elevator men and railroads for many years. Many attempts at solving the problem have been made without success. The common wooden devices which swing to the roof of the car when not in use have been found unsatisfactory on account of their not being permanent. Doors of wood do the work for a time until they are either destroyed or removed from the car which generally occurs shortly after they are installed. The general practice of providing temporary doors is not only expensive but unsatisfactory as is the practice of boarding up the door openings. Railroads annually spend thousands of dollars for these makeshift doors which are useless after once used.

The Wheat Belt Metal Grain Door illustrated herewith is not only permanent but decidedly practicable. The A. T. & S. F. Ry., during the last two years, has equipped a large number of its box cars with these doors and the results obtained have been exceedingly satisfactory. Shippers are pleased because of the simple construction and ease of operation; receivers have readily found that they can more rapidly unload cars and save in the expense of handling at terminal elevators. The railway company has been saved the expense of providing temporary

doors and also has earned the gratitude of both shippers and receivers.

A glance at the illustration, Fig. 1, will show the doors as they appear when carrying a load of grain. The release door at the left is shown open to relieve part of the load, the practice being when unloading to raise both of the release doors allowing part of the load to run out, the next operation being to swing the main doors inside the car thus allowing easy access to the balance of the grain.

Figure 2 shows an inside view of the doors in place ready for loading. When not in use for grain carrying purposes the doors are secured against the sides of the car out of the way and cannot be damaged in any way by coming in contact with heavy materials transported.

The doors are made of one-eighth inch pressed steel and are amply strong for the service required. When placed in position for carrying grain they are taken from the sides of the car and are placed against a strong T-shaped member (which is securely held in place in the roof of the car when not in use) thus closing the door opening and securely locking against the load. The result is a grain tight door decidedly permanent for the life of the car, easy of operation both in loading and unloading, and a money making proposition for grain shippers, receivers and railways as well.

The Wheat Belt Metal Grain Door is

made by the Spencer-Otis Co., W. L. DeRemer, vice-pres. of the company, in presenting the advantages of the door described above, said: "The objection to this door which will be put forth by the railroad companies, should elevator men and others interested in facilitating traffic in the grain trade urge the equipment of cars with the new device, is the expense. It is admitted that the first cost to the roads would be large but the ultimate saving would also be large, hence it would prove an economical move on the part of the roads to furnish cars with this equipment. A further advantage gained from the use of the door is that many accidents to grain handlers due to the flimsy and careless construction of the makeshift doors now in use would be obviated."

### Imports and Exports of Beans.

Beans and dried pease amounting to 3,355,405 bus. were imported during the twelve months prior to July 1, against 1,657,401 bus. during the twelve months ending with June, 1908.

During the twelve months ending June, 1909, we exported 298,209 bus. of beans of domestic and 56,860 bus. of foreign origin; compared with 306,939 bus. of domestic and 11,188 bus. of foreign origin exported during the corresponding period of 1907-8, as reported by O. P. Austin, chief of the Bureau of Statistics.



Fig. 1. Metal Grain Door. Outside View. Release Door at Left Raised to Release Part of Load.



## Lease of R. R. Elevator at Nominal Rental Unlawful.

On complaint by the Brook-Rauch Mill & Elevator Co. against the Missouri Pacific Ry. Co. the Interstate Commerce Commission recently decided that the lease to T. H. Bunch at a nominal rental of an elevator erected by defendants on their right of way at Argenta, Ark., operates as an unlawful preference in favor of Bunch and as an unjust discrimination against dealers and shippers of grain at Little Rock. In ordering defendants to desist from the unlawful practice the Commission said:

Under the agreement the railway undertook to erect an elevator, the cost of which was to be \$69,369.12. The completed plant was leased to Bunch for his natural life. The lessee, Bunch, undertook to pay all taxes, assessments and insurance premiums, and to keep the buildings and machinery in repair. As rental for the whole plant he was required to pay the sum of one dollar a year. When the contractor had finished the work the total cost of erecting and equipping the plant was found to be \$106,821.76, exclusive of the value of the land upon which the elevator stood. The lessee bound himself to pay each and all of certain notes at maturity, and upon his failure to pay any note when due it was covenanted that the lease and agreement might be terminated at the option of the railroad company. Bunch has paid only two of these principal notes and has failed and refused to pay the other two that have since matured. The complainant asserts that the railroad company has itself paid the taxes and assessments and has kept up the insurance, so that, excluding the two notes paid by him, the entire cost to Bunch for the use of the complete plant has been only one dollar per year. The elevator has a storage capacity of 225,000 bushels and the mill is capable of grinding about 1,200 barrels of corn meal per day.

The ostensible object and purpose, as stated by the railroad companies, in leasing the mill and elevator at Argenta to Bunch, were to supply free elevator facilities in the vicinity of Little Rock for the use and benefit of the grain shippers over their lines. As a part of the consideration for the lease Bunch agreed to receive and handle, without cost and without discrimination, all the grain tendered to him by other shippers for elevation or storage. That, however, has not been the use actually made of it. In one or two instances damaged corn has been received and handled at the Bunch elevator for the railroad company; and after the Cunningham plant was destroyed by fire a few carloads of grain were stored for that company, not free of charge, however, but at an agreed compensation, the amount of which does not appear of record. Aside from these instances, the record does not show that any grain not owned by Bunch has ever been received for storage or treatment in the Argenta elevator. We are wholly unable to find that in actual practice the mill and elevator have been operated by Bunch for the use of the public, and we incline to the view that it was never the real object of the arrangement to make them available to shippers generally as a public mill and elevator.

The wrong in the situation lies in the fact that T. H. Bunch is a grain dealer who buys, mills and sells corn in active competition with the complainant and other traders. He does not operate a public elevator, and his plant is in no real sense a transportation or terminal facility of the railroad company, but has been and is conducted wholly in his private interest. He is a shipper over the lines of the defendants, and in that capacity, as we find from the record, is unlawfully benefited by the arrangement and unduly preferred over other shippers.

In addition to furnishing Bunch with the mill at Argenta and the free elevator in which his own grain is hauled, the principal defendant for about a year paid

him an allowance of 1¼ cents per 100 pounds for elevating his own grain. It did this under a tariff filed with the Commission in September, 1905, providing for such an allowance on grain handled in the "Little Rock elevator on the Iron Mountain tracks." Obviously a tariff so worded cannot be construed as authorizing an allowance on grain passing through the Bunch elevator at Argenta. It is not necessary, however, to examine further into that matter in this proceeding, for it appears that no allowance has been paid to Bunch for the elevation of grain at Argenta since July 1, 1906, when that tariff was canceled. The complainant, on the other hand, has received no allowance at any time on grain handled through its elevator in the city of Little Rock. It is said that the tariff authorizing the elevation allowances was not openly posted as required by law, but was issued secretly.

The defendants could not lawfully furnish an elevator for Bunch as a shipper unless they stood ready at the same time to build the same kind of elevators for competing dealers at Little Rock, or took the steps necessary to give to all shippers free access to and use of the one they had erected for Bunch. For financial and other reasons the carriers could not build and lease elevators to all the shippers at Little Rock and Argenta, and Bunch did not, or under the provisions of his lease would not, permit any other shipper to have the use of the Argenta elevator. He operated the elevator for himself exclusively and refused to permit the shipping public to use it for the storage or treatment of their grain, and it may fairly be assumed that the defendants were aware that this was his practice.

It must be observed that the defendants have refused to enter into any similar arrangement with the complainant and other grain dealers. Before the construction of its new plant, the Cunningham company negotiated with the defendants for the leasing of an elevator, and an agreement was drawn up by the defendants which ran from year to year only and provided that on short notice the carriers might oust the lessee for various causes. The Cunningham company naturally felt that it could not enter into the undertaking on any such unfavorable terms. Some time during the year 1906 the complainant applied to the Iron Mountain for a lease of ground on its right of way upon which to construct a mill and elevator, and was offered a one-year lease, which of course it would not accept.

It is ordered that defendants are hereby notified to desist on or before the 20th day of September, 1909, and for a period of not less than two years thereafter abstain from giving or allowing to T. H. Bunch or to the T. H. Bunch company, or to any other person whatsoever, for his, its, or their exclusive use, facilities at said Argenta, Ark., for use in the milling, storage and elevation of grain and its products, while contemporaneously refusing and denying similar privileges, in connection with the shipment of grain and its products, to other shippers of grain and its products at Little Rock, Ark., whose shipments of said commodities are offered to said defendants under substantially similar circumstances and conditions.

The Chinese government has decided to stop the export of soya beans from Manchuria to all except China ports.

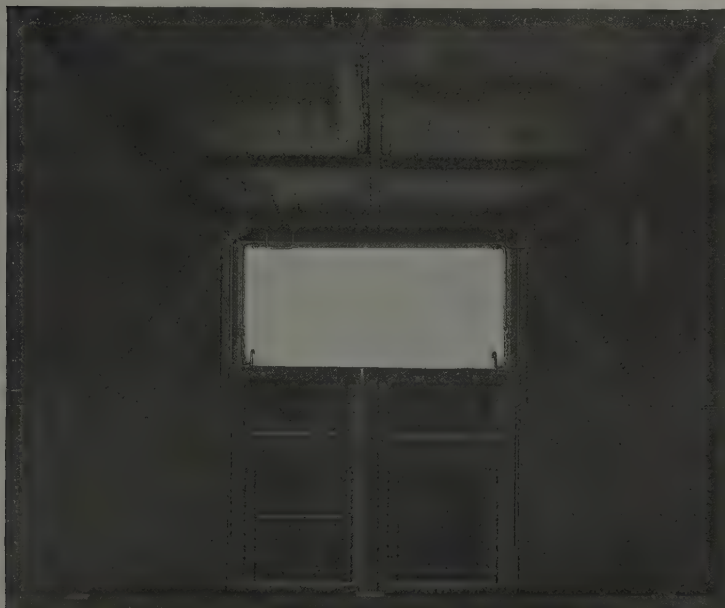


Fig. 2. Metal Grain Door. Inside View with Doors in Place Ready for Loading.

# Seeds

The Guthrie-Lorenz Seed Co., of Des Moines, Ia., has removed to new and more commodious quarters.

Beans are a larger acreage than ever in Central Michigan, it is said; and the crop promises to be large.

The first consignment of new timothy seed was received at Chicago Aug. 19. It was of good color and clean and sold at \$3.40.

Over 600 tons of birdseed was received at Boston recently by the steamer Asuncion de Larrinaga from Buenos Aires, Argentina.

Mercer, Mo.—Timothy seed returns are about 50 per cent of last year. Millet acreage double last season and promises good crop of seed.—Alley Grain Co.

Wet weather and "a scant bumble-bee crop" are held the dominant causes for the small yield of clover seed in Southern Illinois this season. It is said the seed crop is the lightest in 10 years.

The Bad Axe Grain Co., of Bad Axe, Mich., is remodeling its 32x90 bay warehouse into a double-floor seed warehouse, in which to handle part of its wholesale seed business.—F. W. Kinde, mgr.

The only prosecution under the Canadian Seed Control Act during July was the case against James MacLandress of West Lorne, Ont., a wholesale dealer who had supplied low grade alsike seed to a firm in London. Mr. MacLandress pleaded guilty and was fined.

S. T. Harris has received appointment as seed inspector for Davidson county, Tenn. This appointment was made under a recent law passed by the legislature, requiring the Commissioner of Agriculture to maintain a careful inspection of all seed offered for sale.

Edward E. Evans, of West Branch, Mich., is issuing notices to the trade calling attention to the fact that it is nearly 6 years since he had connections with the Evans Seed Co. He says there is no one by the name of Evans connected with the seed company and that he is the only Evans in the county who has ever been in the seed and grain business. Scores of people try to deliver seed that belongs to the Evans Co. to him and he resents this.—B.

An involuntary petition in bankruptcy has been instituted against the Planters Seed Co., of Springfield, Mo., in federal court by the Kimberly Seed Co. of California and other California creditors. It is alleged that the company is insolvent and that the sum of \$2000 is due the companies instituting the action. Sidney Lee, the general manager of the Springfield house, is said to be the only one of the stockholders residing in that city.

Early in August year ago receipts of new clover seed at Toledo were quite liberal. Each mail was loaded with samples from the country for bids or grade and value. None received this year as yet. Most dealers waiting to get a peep at the quality of the new seed and some idea as to size of crop before taking a decided stand either way. Bulls feel quite confident of their position taking stock in the rumors from many sections which report small crop or none at all. They say the new plant (which will raise no seed this year) is doing fine, but that the damage done to the old plant is serious,

which means a very short crop.—J. F. Zahm & Co.

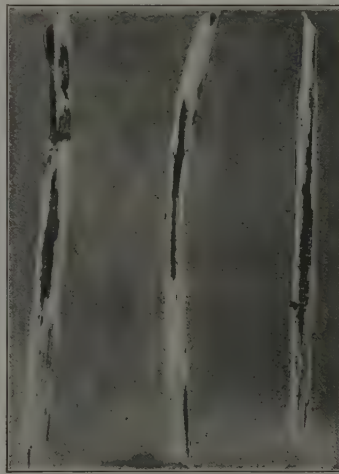
Off color and badly mixed seed must be bot at a big discount if the dealer is to come out whole. The poor stuff must be bot right or not at all, as the quotations for prime seed are no guide to the value of low grades. Seed offered by growers should be examined with care and the price cut heavily for any defects. The bulk of the alsike clover now arriving at terminal markets is of poor color and badly mixed with timothy, red and white clover, making the discounts on poor grades greater than usual.

Our exports of seeds during the twelve months ending June, 1909, included 16,186,133 lbs. clover seed, 23,346,614 lbs. of timothy seed, other grass seeds valued at \$474,519 and 882,899 bus. of flaxseed; against 3,547,747 lbs. of clover seed, 25,550,134 lbs. timothy seed, other grass seeds valued at \$495,245 and 4,277,313 bus. of flaxseed during the corresponding period of 1907-8, as reported by O. P. Austin, chief of the Bureau of Statistics. Imports of clover seed during the twelve months have been 13,786,451 lbs. against 20,659,396 lbs. during the corresponding period of the year preceding. June imports were 788,997 lbs. against 978,918 lbs. in June, 1908.

State Seed Commissioner H. L. Bolley of the North Dakota Agricultural College is sending out a circular letter with a view to aiding farmers and seedsmen of the state to make as full use as possible of the facilities that the new seed laboratory established at the Agricultural College may offer. Copies of the seed law will be furnished free of charge to all persons interested and who apply for same. The bulletin containing the law is sent out only on application. The full equipment for the laboratory has not yet been placed because of the rush of other building work at the College. It is expected, however, to have the Seed Control Laboratory in full operation by Oct. 1, and the general seed inspection work will commence at that time.

## Wheat Scab as a Clover Parasite.

The scab fungus on wheat, *Fusarium roseum*, is an aggressive parasite on clover and a source of clover sickness. The diseased stems of red clover represented in the engraving herewith show



Stem of Red Clover with definite elongated lesions caused by a parasitic fungus.

definite elongated lesions caused by the fungus. The spore development of the fungus occurs as grayish pustules within the lesions.

Examinations of alfalfa plants which were dying out in spots, last year showed dark sunken lesions on the roots. Some plants showed a light yellow streak up the stem on the side where the root lesions appeared. Portions of the diseased stems and roots planted in a greenhouse along side of a row not infected continued dying until only 7 per cent remained and many never reached the surface.

These significant results upon clover and alfalfa show how necessary it is to place clover and alfalfa plants under the best possible conditions for growth. Adequate applications of lime favor the growth of these legumes, whether or not the application of the lime has a checking effect on the fungus directly. Seed treatment by the formalin method is urged and for complete scab control the rejection of light weight of all scab infected kernels of all kinds of grain by thoro screening and fanning mill cleaning of seed is recommended. By sacrificing the small kernels of a healthy character a very large proportion of the diseased kernels will be removed.—From Bulletin No. 203, Ohio Exp. Station.

## New Tariffs on Seeds.

C Gt W, Sup 7 to ICC No 4253, seeds, C L between Kansas City, Mo., and Omaha, Neb., and points on C Gt W in Iowa; effective Sept. 11.

N Y C & St L, ICC No 2693, rules governing stopping of seeds in transit at Buffalo, Buffalo Junction and East Buffalo, N. Y.; effective Sept. 15.

C R I & P, ICC No C8699, blue grass, meadow, fescue and timothy seed, from Atchison, Leavenworth, Kan., Kansas City, St. Joseph, Mo., to Lamberts Point, Newport News, Norfolk, Va., 34c; effective Sept. 8.

C Gt W, ICC No 4640, grass seeds, C L from Kansas City, St. Joe, Mo., Atchison, Leavenworth, Kan., to Newport News and Norfolk, Va., 34c (when for export); effective Sept. 12.

C E & Q, ICC No 9702, timothy seed, C L from St. Paul, Minneapolis and Minnesota Transfer, Minn., to Boston, Mass., 43c; Buffalo, N. Y., 28c; New York, N. Y., 40c, and Philadelphia, Pa., 38c; effective Sept. 10.

C W & St P, ICC No B1791, flax or millet seed, flour, grain and grain products, C L between stations on C M & Puget S and Butte Anaconda & P and stations in Illinois, Wisconsin, Minnesota, Iowa, Nebraska, Missouri and Kansas; effective Sept. 8.

Minn & St. L, ICC No 2112, flax and millet seed, grain, grain products, hay and straw and articles taking same rates, C L between St. Paul, Minneapolis, Minnesota Transfer, Duluth, Cloquet, Minn., Superior, Ashland, Wis., and points taking same rates, to stations on Minn & St L in Minnesota, Iowa and South Dakota; effective Sept. 10.

## Imports and Exports of Rice.

Imports of rice, rice flour, rice meal and broken rice during the twelve months ending with June amounted to 88,780,444 lbs., against 87,619,202 for the corresponding period of last year.

Exports of rice, rice bran, meal and polish during the twelve months aggregated 1,566,531 lbs., against 2,195,947 lbs. for the corresponding period of 1908.

Of foreign rice, rice flour, rice meal and broken rice we re-exported during the twelve months 6,854,168 lbs., against 8,792,555 lbs. during the corresponding period of the preceding year, as reported by O. P. Austin, chief of the Bureau of Statistics.

The general impression in the trade is that we will have still lower prices for oats.



## Grain Carriers

Orders for 3,000 box cars recently were placed by the C., B. & Q. R. R.

Equalization of grain rates thru Chicago to the Southeast has been deferred.

Grain rates from Duluth to Buffalo have advanced and vesselmen are asking 2c.

President Taft will address the Lake to the Gulf Deep Waterways Convention at New Orleans Oct. 30.

Solid grain trains began running Aug. 9 over the Iron Mountain to Galveston. These shipments are passing thru Little Rock on the central division.

The new uniform B/L agreed upon by the shippers and railways has been approved by the Canadian Railway Commission. The form is simpler than the old bill.

Government surveys of the Minnesota River from Fort Snelling to Big Stone Lake have been begun with a view to determining whether the stream can be made navigable by dredging.

Final surveys have been completed by the Missouri, Oklahoma & Gulf to Denison, Tex. Part of the line has been completed and trains are now running between Allen and Muskogee, Okla.

The elevator at Sarnia, Ont., has not been in operation since I left it in 1907. The bulk of the grain is being shipped via Georgian Bay, Buffalo, Montreal and Ogdensburg. Goderich handles a lot of grain from Fort William.—J. C. Smith, Port Huron, Mich.

A. B. Stickney, formerly pres. of the Chicago Great Western Ry., states that large shippers are now being granted rebates by means of complicated tariffs, which the legally filed with the Interstate Commerce Commission, can only be understood by specialists employed by the large concerns to study the classification and schedules.

Carelessness of railroad agents and grain shippers is making much trouble for the Kansas Grain Inspection Department at Kansas City, Kan., in finding lost shipments. W. P. Montgomery, chief clerk in the inspection office, says that many cars are received every day that are not properly billed. In two weeks 350 stray cars have been received.

It is my impression that cars will be pretty scarce, owing to the fact that the shippers and receivers are not making the same preparations for the proper handling of the grain that the railroads are, and they probably will as usual want all their cars in a bunch. The railroads are making ready for hauling one of the biggest crops on record. We have built 7,500 new freight cars since last November, of which 5,000 are box cars and 2,500 coal cars, and 130 locomotives.—E. W. McKenna, 2d v. p. of C., M. & St. P.

Claims for reparation now in hand must be settled before Sept. 1, as after that date the Interstate Commerce Commission will adopt a new policy in disposing of applications for reparation. The practice of awarding reparation where carriers have reduced the rate to meet a lower rate of a competing line will be abandoned. Advantage also has been taken of the special reparation docket practically to grant rebates, the carrier agreeing with the shipper on the higher rate with a promise

to take the difference in competing rate up with the Commission. The injustice is that the shippers who did not complain got no reparation.

The biggest decrease in the number of idle cars was reported in the Aug. 14 bulletin of the American Ry. Ass'n. The number of idle cars was 207,173, against 243,354 on July 21. According to Arthur Hale, chairman of the committee on car efficiency of the American Railway Association, if such reductions in car surplus continue, there will be a severe car shortage before October.

Cash prizes will be awarded station agents by the Union Pacific for expediting the movement of grain. Five awards will be made on each division, as follows: At stations where 250 or more cars of grain are loaded in the three months mentioned \$75 will be awarded to the agent having the best record; at stations loading between 150 and 200 cars \$50 will be given; at stations where between 75 and 150 cars are loaded \$35 will be given; at stations loading between 25 and 75 cars \$25, and at stations where fewer than 25 cars are loaded \$15 will be the reward. Union Pacific officials say the new rule is not intended to deny shippers any of the rights now enjoyed as to free time under the published demurrage rules, either for loading or unloading, but on the contrary they say that the local agents by co-operation will give quick relief, by which a greater supply of cars will be available for waiting patrons, all shippers being mutually interested. The awards will be made by the following considerations: Time consumed in making empty and setting cars

that are available for grain loading. Prompt inspection of cars as to fitness for grain loading, having them clean and in serviceable condition, particular attention being given to roofs and doors. Proper insertion of grain doors (reinforced side placed to the inside) to prevent bulging and also leakage through outside doors. Prompt loading, proper sealing and billing. Percentage of load to capacity of equipment taking total number of cars loaded with grain. Percentage of cars arriving at destination without any leakage. (Cars damaged in transit causing leakage will be eliminated.)

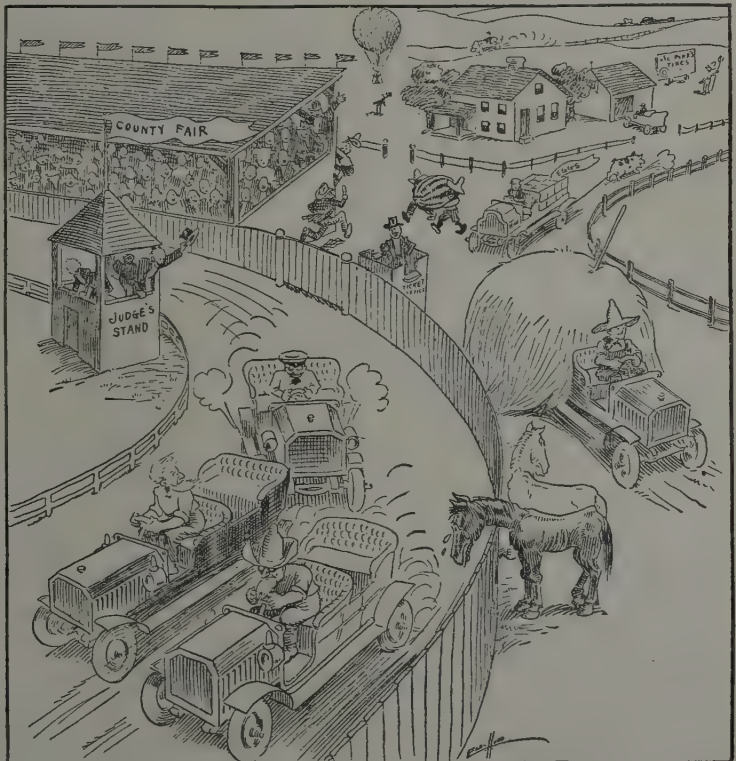
## Imports and Exports of Hay

Hay amounting to 6,712 tons was imported during the twelve months ending with June, 1909, compared with 10,063 tons imported during the corresponding period of 1908.

Exports during the twelve months were 64,641 tons, against 77,281 tons during the twelve months prior to July 1, 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

## Exports of Glucose, Corn Oil and Cake.

During the twelve months ending June, 1909, we exported 92,652,409 lbs. of glucose, 3,258,889 galls. of corn oil and 53,233,890 lbs. of corn oil cake, against 98,608,192 lbs. of glucose, 3,659,330 galls. of corn oil and 66,127,704 lbs. of corn oil cake exported during the corresponding period of 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.



An Automobile Endurance Run for Cars Owned by Dickinson County, Kansas, Farmers will be the Feature of a Farmers Carnival to be Held in Chapman in September.—Kansas City Drivers Telegram.

# Grain Trade News

## ARKANSAS.

Little Rock, Ark.—T. H. Bunch states that the decision of the Interstate Commerce Commission against the Iron Mountain & Southern lease of its eltr. to him will not affect his business in any way.

Lonoke, Ark.—What is said to be one of the largest and best rice mills ever constructed is now nearing completion here and by the time the rice crop is ready to be harvested it will be ready to handle the immense crop that will be grown in this section. The Lonoke Rice Milling Co. has an authorized capital of \$100,000 and a paid up capital of more than \$50,000. The officers are: Pres., F. H. Wheat; vice pres., W. W. McCrary; sec'y-treas., W. P. Fletcher. The Lonoke mill will handle from 600 to 800 bbls. of rice per day and after the first year will run several months in each year.

## CALIFORNIA.

Modesto, Cal.—A half mile of spur track is being surveyed to the site of the new alfalfa plant of the Grange Milling Co. Work on the plant, which, it is said, will cost in the neighborhood of \$150,000, has already begun. It is expected that the plant will be ready to begin operation by Sept. 1. Considerable alfalfa has already been contracted for and it is believed that the company will be able to handle all the surplus crop that can be grown in this community for some time to come.

San Francisco, Cal.—Suit has been instituted by the E. Clemens Horst Co., dealers in hops and barley, against the stockholders of the Bankers' Warehouse Co. for \$50,000, the claim being made that the defendant company had appropriated barley valued at that amount. In the complaint the E. Clemens Horst Co. states that during 1906 and 1907 it stored 57,899,068 pounds of barley with the Bankers' Warehouse Co. Of this total it is claimed the warehouse corporation retained 2,404,679 pounds. The barley thus appropriated was worth \$45,000 and the Horst Co. pleads it was put to an expense of \$5,000 in tracing the shortage.

## CANADA.

Hartney, Man.—The Hartney Grain Co., incorporated.

Strathclair, Man.—Manson & Lows have sold their eltr.

Monarch, Alta.—An eltr. will be constructed here for W. J. McCain.

Melfort, Sask.—A. McMichael, Jr., is enlarging his eltr. to 45,000 bus. capacity.

Edmonton, Alta.—W. D. O'Leary has started a grain and produce business here.

Rathwell, Man.—The Western Eltr. Co. is building an addition to its house here. A line of flour and feed will be carried.

Toronto, Ont.—R. A. Scarlett, grain merchant of this city, died Sunday, Aug. 1.

Shellmouth, Man.—The Dominion Eltr. Co. is erecting an eltr. at the third siding west of this point.

Osage, Sask.—A fifth eltr. may be erected here this fall, the McLaughlin Eltr. Co. having secured a site.

Shoal Lake, Man.—A. S. Arnold, whose eltr. was destroyed by fire, is arranging to rebuild.—R. F. R.

Alexander, Man.—An eltr. is being built at Ashbury Siding, near this point, by the Ogilvie Flour Mills Co., Ltd.

McGregor, Man.—The Western Canada Flour Mills Co., St. Boniface, Man., has purchased H. Roger's eltr. here.—R. F. R.

Austin, Man.—The Western Canada Flour Mills Co., St. Boniface, Man., has purchased Avery & Campbell's eltr. here.—R. F. R.

Blucher, Sask.—We have built 25,000-bus. eltrs. this season on the C. P. R. at Elstow and this place.—Wilson-Leslie Co., Saskatoon.

Wilkie, Sask.—Speers & Ross, Ltd., recently organized here, will, it is said, erect ten eltrs. and grain houses at different points.

Edrans, Man.—The Western Canada Flour Mills Co., St. Boniface, Man., has purchased Dykeman's eltrs. here and also at Lavenham.—R. F. R.

Hanley, Sask.—There are good openings here for a flour mill and eltr. Inquiries should be addressed to A. Holm, sec'y of the Board of Trade.

Calgary, Alta.—Claude Terwilliger of Sioux City, Ia., has purchased the eltrs. situated at Granum and Stavelly of the Claresholm Lbr. & Gr. Co.

Calgary, Alta.—The Alberta Grain Co. has added nine eltrs. to its equipment in the province of Alberta thru the purchase of the houses of the Brackman-Ker Mfg. Co., which has disposed of all its eltrs. except at points where it owns mills.

Clanwilliam, Man.—The Minto Farmers' Eltr. Co. incorporated; capital \$10,000. Incorporators: W. B. Waddell, W. T. Bielby, R. Greenlaw, C. Averill, H. Woodcock and James Poven, all of Clanwilliam, and G. Fraser, H. F. Maulson of Minnedosa.—R. F. R.

Leduc, Alta.—Material for the new eltr. to be built here by the Alberta Gr. Co. is now on the way and construction will be begun immediately. This company has under consideration the erection of an eltr. at Saron.

Winnipeg, Man.—All the elevator and grain men who are members of the Winnipeg Grain Exchange made a radical change in their insurance policies this week, taking the premiums away from Winnipeg agencies and lumping it with Johnston, Higgins & Co., New York, representing Lloyds of England. The premiums amounted to \$250,000, representing the insurance on 1,250 elevators (\$5,500,000), and on \$20,000,000 worth of grain stored therein.

Vancouver, B. C.—The establishment of a grain sacking plant at this port by the Canadian Pac. Ry. Co. is under discussion. The shipping of wheat to England via British Columbia is a feasible plan and the railway authorities have assured interested parties that the road would provide all necessary facilities and arrange rates satisfactorily. One of the facilities required would be the establishment of a grain sacking plant at Vancouver or some Pacific coast town.

Winnipeg, Man.—It is ascertained from a joint circular issued by all western lines that at the beginning of the present year there were 1,480 eltrs. in northwest Canada, including terminal and interior eltrs., and these have a capacity of about 65,000,000 bus. On the C. P. R. there were 1,001 elevators; C. N. R., 398; G. T. P., 47; Alberta Railway and Irrigation Co., 11; Brandon, Saskatchewan & H. B. railway, 15, and Midland railway, 8. During the present season it is estimated that 220 eltrs. were constructed in the west, which would bring the total up to 1,700 all told. On the G. T. P. alone there have been 55 new eltrs. erected. The average capacity is 30,000 bus.

Calgary, Alta.—The local grain exchange promoters and other grain men of Calgary have settled the differences which arose between them recently. The former have agreed to accept \$6,000 for their charters and the expense and time involved in securing them. It was agreed that they should have 60 seats in the exchange and sell these to the latter at \$100 each. Their original proposal was that they should receive \$600 in cash and \$30,000 in stock. Applications for seats are now being received and organization will be completed in about three weeks. The exchange will conduct business as soon as organized, altho the starting of a grain pit will not occur until the success of the western grain route has been permanently established.

Winnipeg, Man.—Announcement has been made by G. R. Crowe, pres. of the Northern Eltr. Co., that the interest of Nicholas Bawlf in the Northern Eltr. Co. has been purchased by E. C. Warner, of Minneapolis, pres. of the Midland Oil mills, who, in addition to his interests in Minneapolis, has very large holdings of land in western Canada, and is extensively interested in lumber in British Columbia. The other officers of the re-organized company are: Vice-pres., E. C. Warner; sec'y and mgr., S. P. Clarke. It is stated that no change in the name or management of the company will be made. Nicholas Bawlf and son, W. R. Bawlf, have already formed a new eltr. company. For months past they have been quietly acquiring eltrs. in the country and at present they have four or five gangs of men at work erecting new eltrs. at advantageous points in the west.

## CHICAGO.

John Sutcliffe, formerly in the grain business at Chicago, died Aug. 20 at Wheaton, aged 79 years.

John Dickinson, who decamped in April, after his failure, has been expelled from the Board of Trade.

Assessment of grain in transit in the Wabash Eltr. and the Keystone Eltr. will be attempted by the board of review, at the instigation of the assistant county attorney, who alleges the law provides that grain stored in eltrs. on Apr. 1 is assessable, whether on consignment or not.



The offices of the Chicago Grain Co., of which B. J. Burns is general manager, have been moved from the Postal Telegraph building to 500 Royal Insurance building.

Otto A. Sommer, a hop and malt dealer, dropped dead Aug. 13, while talking with friends in a corridor of the Carnegie office bldg. in Pittsburgh, where he had been for some days. A Chicago friend, who was in Pittsburgh at the time, took charge of the body and had it sent here.

Membership on the Board of Trade has been applied for by Charles Delafranc, Theodore Spelz, Robert Bruce Long and Charles Edgar Webb. Frank C. Ballard, Luther Lee Smith, William H. Silberhorn, Allan N. Vaughan and David W. McDonald have applied for transfer of membership.

Proportional rates to Chicago on grain from Kansas City, Mo., will include delivery to boats of lake lines thru eltrs. of Chicago, after Sept. 18, under tariff 18,817 just issued by the Alton road. The allowance to the eltrs. for the service is 1/2c per bu. Similar tariffs are in effect over the Santa Fe and Rock Island.

Seventy county "organizations," it is said, have indorsed the candidacy of Edward St. Clair, of La Salle county, for appointment to the office of chief state grain inspector, to replace W. Scott Cowen, of Carroll county, the present incumbent. With such an array of political backing the question of fitness for the office becomes entirely superfluous.

William C. Gihhardt, a commission man and a member of the Board of Trade, died at his home in Berwyn, Ill., Aug. 14, aged 44. He had been ill with tuberculosis for more than a year and had not been able to attend to business for some months. He was raised in the grain business around the Board of Trade and had a large circle of friends. He is survived by a widow and one child.

Entertainment of the visiting members of outside grain exchanges Sept. 17 and 18 will include a banquet Friday evening at the great La Salle hotel just approaching completion; auto rides to the country club for luncheon; more auto rides around the city to points of interest on Saturday, a beefsteak dinner Saturday afternoon at the Bismarck Garden, and the exclusive use of the American Theater in the evening. A business session will be held Friday morning and perhaps another session Saturday morning.

The committee appointed to formulate plans for the entertainment of members of outside exchanges by the Chicago Board of Trade, Sept. 17 and 18, has about completed arrangements for both the entertainment of the visitors and a general business meeting. Delegates from the various exchanges will be appointed to deliver addresses of not more than five minutes each. The names of delegates so chosen are to be sent to the office of the secretary. Speakers representing the Chicago board will be limited to the same time. Eight subjects of especial interest to all grain exchanges have been chosen for discussion and considerable time will be given to consideration of miscellaneous topics.

Daniel Reily, a former Board of Trade operator, killed himself by inhaling gas Aug. 13 during the absence of his adopted daughter, Laura E. Reily, a seamstress, with whom he lived. She testified that

this was his fourth attempt. Mr. Reily was born in Ireland 67 years ago and was a member of the Chicago Board of Trade more than 35. Six years ago he got on the wrong side of the wheat market. Then his wife died and more bad speculation followed. When he retired two years ago he had little besides the \$2,500 for which his seat on the Board sold. He had bot it for \$25. Once wealthy, he had lately lacked for ordinary necessities, while he had many friends that would have been glad to have helped him had they known his need.

While there appears to be some opposition to the project of a new building for the Chicago Board of Trade general sentiment among the members seems to favor the erection of a modern skyscraper on the site of the old building. The latest step taken in the direction of a new home for the exchange was the appointment, a few days ago, by President Bunnell of a committee of five to take up the work of the former committee of fifteen. This committee will collect the necessary data and information and submit a formal report. As no definite action can be taken without a ballot vote of the association, the subject necessarily still is wholly in a tentative stage. Members of the committee are: A. O. Mason, H. N. Sager, J. G. Steever, J. B. Adams and Robert McDougal.

## COLORADO.

Lafayette, Colo.—The eltr. of the Longmont Eltr. Co. here was struck by lightning Aug. 8 and practically destroyed, tho the building was not burned. The eltr., which had just been completed, contained three steel tanks in which were about 30,000 bus. of wheat. These were but little damaged. Loss is estimated at about \$3,000. The eltr. probably will be rebuilt.

## IDAHO.

Rigby, Ida.—The Rigby Milling Co. is erecting an eltr. of 25,000 bus. capacity.

Dublin, Ida.—Balfour, Guthrie & Co. have begun construction on a warehouse, 60x200, at this station.

Burley, Ida.—The Twin Falls Mfg. & Eltr. Co. will erect a 10,000-bu. eltr. and a 300-bbl. flour mill here.

Reubens, Ida.—The Reubens-Rochdale Gr. Co. has purchased the warehouse formerly owned by Kerr-Gifford & Co.

Nez Perce, Ida.—Balfour, Guthrie & Co. have announced that they will build two large warehouses on the Nez Perce & Idaho Elec. Railroad.

Caldwell, Ida.—B. M. Hold, mgr. of the Idaho Implement Co., of this city, will have charge of the new eltr. nearing completion at this point.

Meridian, Ida.—The Pioneer Mfg. & Eltr. Co., of this place, of which J. B. Wetbaugh is mgr., is building its new eltr. here of reinforced concrete, the structure being 80 ft. high and 40 ft. in circumference with a capacity of 40,000 or 50,000 bus.

Rathdrum, Ida.—The Rathdrum Gr. & Supply Co., capitalized at \$5,000 has been organized here, chiefly by farmers, and has taken over the eltr. of the Farmers' Gr. & Supply Co. Wm. Nuestel is pres. of the new concern, John Crenshaw, vice-president and M. B. Layton, secy and treas.

## ILLINOIS.

Congerville, Ill.—W. J. Rich has opened his new eltr.

Coatsburg, Ill.—W. S. Gray has succeeded Gray Bros.

Eldena, Ill.—Fred Glessner has succeeded J. Mostoller.

Secor, Ill.—N. N. Hettinger has succeeded Geo. G. Flessner.

Charleston, Ill.—Wheatley & Linder have succeeded Whalen Bros.

Utica, Ill.—Van R. St. John has gone out of the grain business here.

Irrington, Ill.—J. T. Henry has installed a gasoline engine in his eltr.

Abingdon, Ill.—T. F. Young & Son have succeeded C. H. Feltman.

Vermont, Ill.—P. R. Johnston has begun the foundation for a new eltr.

Hinckley, Ill.—Farmers' Eltr. Co. has succeeded C. D. Wheeler at this place.

Winkel, Ill.—Wayne Bros. Grain Co. has succeeded Wayne Bros. at this point.

Osco, Ill.—F. L. Hough is the successor of Samuelson & Westerlund here.

Edgar, Ill.—A. L. Stanfield has recently installed a Western Pittless Sheller.

Chestnut, Ill.—A. J. Pease of Latham has bot the eltr. of Chas. Ruple for \$15,000.

Cruger, Ill.—Moschel, Dodds & Co. have succeeded Roberts, Moschel & Mosiman.

Stark, Ill.—H. Gorman has succeeded Frank Hall & Co. in the grain business here.

Wayne sta., Delavan p. o., Ill.—Wayne Bros. Grain Co. has succeeded Wayne Bros.

Harmon, Ill.—Frank Hettinger has purchased a Hall Signaling Grain Distributor.

Carlton sta., McGirr p. o., Ill.—P. A. McGirr has retired from the grain business here.

Steward, Ill.—Lawrence Parker has been appointed manager of the Steward Farmers' Eltr. Co.

Tuscola, Ill.—C. L. McMasters has just installed a No. 1 Western Gyrating Cleaner in his eltr.

Custer sta., Toluca p. o., Ill.—Edgar Scarborough has taken charge of the eltr. of the Custer Eltr. Co.

Arrowsmith, Ill.—The Farmers Grain Co. is moving its office nearer the street and also will remodel it.

San Jose, Ill.—Miles Bros., Peoria, have bot the eltr. of the late firm of J. & F. J. Rapp at this point.

Natrona, Ill.—The eltr. of J. & F. J. Rapp at this point has been sold to the Farmers' Grain & Coal Co.

Poplar Grove, Ill.—W. M. Webster has just installed a Western Warehouse Combined Sheller and Cleaner.

Millersville, Ill.—H. Barrett and A. Evans have purchased the eltr. of M. R. Corbett at this station for \$10,000.

Winkel, Ill.—Miles Bros., Peoria, have bot one-half interest in the eltr. here of the late firm of J. & F. J. Rapp.

Lawndale, Ill.—T. L. Hoskins is representing the Lincoln Grain Co. here as buyer, succeeding M. D. Montgomery.

Hennepin, Ill.—The Turner-Hudnut Co. eltr. here was struck by lightning Friday, Aug. 13, and totally destroyed by the fire which resulted. Insurance \$3,300.

Reddick, Ill.—B. E. Rich of Kankakee, has bot the interest of M. P. Ferris in the eltr. here and has taken charge of it.

Manhattan, Ill.—M. P. Ferris, successor to the firm of Hargreaves & Godel, has moved his family here from Reddick, Ill.

Morton, Ill.—Moschel, Dodd & Co. have succeeded Roberts, Moschel & Mosiman at this place, also at Crandall and Groveland.

San Jose, Ill.—Wayne Bros. of Delavan, Ill., have leased the J. & F. J. Rapp eltr. at this place and will continue the business.

Walton, Ill.—E. T. Long is buying for the Neola Eltr. Co. at this place, succeeding Charles Fenstermaker, who has gone to Amboy, Ill.

Henning, Ill.—We have bot the eltr. of T. L. Stipp & Sons in this place, taking possession Aug. 16.—Geo. L. Merritt & Co., Rossville, Ill.

Duvall sta., Findlay p. o., Ill.—Wm. Truitt, of Enid, Okla., has sold his interest in the eltr. here of Smith & Truitt to Arch Atkinson of Findlay.

Dunlap, Ill.—The eltr. of Frank Hall & Co. has been purchased from E. M. Schroyer by H. H. Sterling of Ulah, Ill., who will continue the business.

Emden, Ill.—L. C. Ashton, of Chicago, has arrived here to assist his father in the grain business. The new firm probably will be known as Ashton & Son.

Assumption, Ill.—The Lacharite Grain Co. of this city has been making some improvements in its eltr., the machinery being furnished by the Union Iron Works.

Canton, Ill.—An assumpsit suit has been entered in the city court for \$500 by Clark Stearns against Warren Buckley and Thomas Buckley, grain dealers of Peoria.

Saybrook, Ill.—The Shearer-Null Grain Co. has leased its eltr. here to Outlaw & Tuttle, both of Saybrook, who have taken possession and will continue the business.

Knoxville, Ill.—Chas. Wyman has bot of Mart Burnside, the two local eltrs. and will take possession Sept. 1. Mr. Burnside expects to take charge of his farm near this city.

Blue Mound, Ill.—The National Eltr. has been making some extensive repairs on its house at this place. Among other improvements a No. 2 Western Warehouse Sheller has been installed.

Rockford, Ill.—Chas. D. Atwood has established a brokerage office here with private wires to Lamson Bros. Co., of the Chicago Board of Trade, for the erection of orders for future delivery.

Rochelle, Ill.—Peter R. Dietrich, for some years local mgr. for the Neola Eltr. Co., who recently purchased its eltr., will add title to his grain business. A. E. Haggman is the new manager of the eltr.

Kankakee, Ill.—Regarding the report that this company will rebuild its eltr. would say that no decision whatever has been reached at to what will be done.—Prairie State Eltr. Co., by S. Orr, supt.

Sterling, Ill.—Charles McLane, who recently came into possession of the eltr. his father once owned and operated, will take down the old corn cribs and build new, with concrete floors instead of wood and will remodel the old eltr. or build a new one.

Hayes, Ill.—J. C. Roe & Co. recently bot the eltr. and plant of the Barracks & Williamson Co. and Ross Woolford has bot the plant of the Roe company. Respective occupancy will be given about Sept. 1.

East St. Louis, Ill.—The Interstate Warehouse & Eltr. Co. of this city has just purchased a Western Warehouse Combined Sheller. This machine, which is a No. 2A, has a capacity of 2,000 bus. per hour.

Moweaqua, Ill.—Housh & Thompson of this place are now operating their new eltr. This eltr. is one of the best equipped in this section. It is equipped with rope drives and Western Pitless Sheller and Gyration Cleaner.

Spencer, Ill.—The eltr. of H. F. Stellwagon narrowly escaped being burned recently when its roof was set on fire by a spark from a passing freight train. After a hard fight the blaze was put out, the roof being damaged badly.

Pisgah, Ill.—Calhoun & Curry have completed their new eltr., which replaces the one recently burned. The new eltr. has about twice the capacity of the old one. It is equipped with a Western Pitless Sheller and Gyration Cleaner.

Barry, Ill.—The Barry Milling & Grain Co. has recently purchased a 360-foot spiral conveyor and other machinery necessary to convey wheat from its eltr. to its mill. The machinery was furnished by the Union Iron Works, Decatur, Ill.

Amboy, Ill.—W. P. Barnes, veteran grain buyer of this place, has sold his eltr. to Charles Fenstermaker of Walton, who has taken possession. Mr. Barnes has been in the business over thirty-one years. Poor health compels him to retire.

Ashkum, Ill.—Lightning struck the eltr. owned by the C. H. Comstock Co., Aug. 5, damaging the building to the extent of \$500. Rain followed the bolt and extinguished the blaze that threatened to consume the structure and its stock of grain.

Roxbury sta., Paw Paw p. o., Ill.—H. Steafbold, who has had charge of the eltr. here for the last five years, has been promoted and will do relief work for the company in the future, with headquarters at Rochelle, Ill. Mr. Danielson will succeed him here.

Peoria, Ill.—The Corn Products Co. has brought suit against H. V. Finkelstein to recover principal and interest alleged to be due on a promissory due for \$25,000, given by Mr. Finkelstein to cover the purchase of the old sugar refining plant in Peoria recently dismantled. The note was secured by Peoria city property.

Borton, Ill.—Charles Henn has placed an order for a No. 8 Western Pitless Sheller and other machinery with the Union Iron Works. Extensive improvements are being made in the eltr. in preparation for the coming crop. One feature will be a conveyor outfit by which he can load cars on both the C. H. & D. and Vandalia railroads.

Longview, Ill.—The new eltr. which is being erected for J. W. Irwin is now about completed. The concern will be known as J. W. Irwin & Co., the "company" being several well known and substantial citizens of Longview. The capacity of the new house is 10,000 bus. and will be operated by a 6-h. p. gasoline engine. The firm will also deal in lumber and coal.

Buffalo, Ill.—E. B. Conover of Virginia, Ill., has just completed his new eltr. at this place. It is modern thru-out, the machinery being driven by three motors, the power being derived from the traction system. This eltr. was designed and the machinery furnished by the Union Iron Works of Decatur, Ill. Included in the equipment is a Western Pitless Sheller and Gyration Cleaner.

Arthur, Ill.—To secure a loan of \$250,000 the Indiana-Illinois Eltr. Co. has given a mortgage on all its property in the two states to Geo. P. Merrick, trustee. The grain eltrs. covered by the mortgage are at Sidell, Broadlands, Marshall, Arthur, Lovington, Williamsburg, Chippis' Station, Cadwell, Fairland, Hastings, Riola, West Newell, Ashmore, Walnut Prairie, Montrose, Quaker, Humrick, Kansas, Longview, Libertyville, Vincennes, Perrysville, Clay City, Riley, Lewis, Black Hawk, St. Bernice, Randall Switch, Martin's Switch, Jewett, Sullivan and Isabel, and tracts of lands, and lots in Vincennes, Clay and Knox counties, Ind.

## INDIANA.

Grammer, Ind.—Philip Becker is now mgr. of the eltr. here.

LaGrange, Ind.—Zopher Case has sold his eltr.—Harry W. Kress.

Rossville, Ind.—W. M. Prillaman is painting his eltr. and grain office.

Terre Haute, Ind.—Paul Kuhn & Co. have succeeded Bartlett, Kuhn & Co.

Raub, Ind.—The Raub Grain Co. has recently installed a No. 1 Western Gyration Cleaner.

Stockwell, Ind.—Morrison & Finch have just installed a No. 1½ Western Gyration Cleaner.

Indiana dealers are being solicited by a traveling fakir to buy a year's membership in a collecting agency.

Petersburg, Ind.—The Farmers Grain & Live Stock Co. incorporated \$20,000 capital stock, by Jasper D. Selby and others.—F.

Thorntown, Ind.—R. S. Stall & Co. have improved their eltr. here by the installation of a No. 7 Western Pitless Sheller.

Perryville, Ind.—Paul Kuhn & Co., of Terre Haute, have improved their eltr. here by the addition of a Western Pitless Sheller.

Connersville, Ind.—J. R. Stafford has purchased a No. 1 Ohio Fan Discharge Corn Sheller and No. 1 Ohio Corn and Grain Cleaner.

Waterloo, Ind.—Albert Leas has bot an interest in the D. L. Leas' grain business in this city and will remove here from Angola, Ind.

Terhune, Ind.—I have purchased the Nickel Plate Mills at Mentone, Ind., and will move there to take possession Sept. 1.—C. Cunningham.

Wadena, Ind.—We purchased the plant of Rich & Harrington here, taking possession July 20. No improvements.—E. A. Benedict of the Wadena Gr. Co.

Danville, Ind.—Lorenzo Mabe of the Clayton Milling Co. recently was fined \$10 and costs on the charge of using an unlawful measure in testing and grading wheat.

Foresman, Ind.—Lyons, Esson & Light are having plans prepared by Fred Friedline & Co. for an ear corn storage house with machinery equipment in connection with their eltr.



Indiana eltr. property is commanding good prices. John McCardle's eltr. at New Richmond was sold for \$26,250 and the eltr. of Rich & Harrington at Remington, with residence, sold for \$35,000.

Lebanon, Ind.—A large eltr. has just been completed for J. W. Witt of this city by the Reliance Construction Co. This eltr. is equipped thruout with machinery supplied by the Union Iron Works.

Hammond, Ind.—Henry Shumaker, pres. of the Western Gr. Products Co., was arrested Aug. 18 for murderous assault on Henry Ruper, an employee. Shumaker stabbed Ruper in the arm, severing an artery. The victim will recover. Shumaker claims he acted in self-defense.

Columbia City, Ind.—Eltrs. at both Bremen and Lapaz, Ind., have been leased by Kraus & Apfelbaum of this city. They already own an eltr. here and one at Piercetown and are doing an extensive grain buying business. The Bremen eltr. has a capacity of 15,000 bus. and the one at Lapaz, 10,000.

Richland City sta., Lake p. o., Ind.—The Richland City Grain & Produce Co. has been incorporated with capital stock of \$10,000. The company will buy and sell hay, grain and produce and will buy or lease land and erect eltrs. and buildings in Richland City. Directors are John C. Haines, Henry W. McCoy, R. H. Crowder and P. H. Paxton.—F.

Elizabethtown, Ind.—A. R. Anderson's new eltr. burst recently with its first partial load of 2500 bus. new wheat. It was noticed that the bottom was springing out on one side and the weak spot was hastily braced by nailing on several pieces of lumber. The men had just left after making this repair when the bottom gave way and an avalanche of grain covered the engine and engine room. The plant had been hurriedly constructed on the site of the burned eltr. by local carpenters.

Mellott, Ind.—J. W. McCardle of Indianapolis and B. E. Page of New Richmond, Ind., have bot the eltr. of Ed. Lee, who has been in the grain business here during the last 18 years. The new firm will be known as McCardle & Page, with Mr. Page as mgr., and will take possession Sept. 15. Mr. Page will move to Mellott. He had 22 years' experience in the grain business, all spent in the one eltr. at New Richmond, under the management in turn of Chas. Kirkpatrick, John W. McCardle and A. E. Malsbary.

## IOWA.

Kensett, Ia.—Ole J. Randall has leased the eltr. of Eckert & Williams.

Malvern, Ia.—E. L. Donner is having a Sonander Automatic Scale put in.

Massena, Ia.—Johnson, Moorhouse & Co. have bot the eltr. of McVinnua & Bell.

Boyd sta., New Hampton p. o., Ia.—I have quit the Kunz Grain Co. at Boyd.—George Young

Plover, Ia.—Earl Chinn has been employed as manager of the De Wolf & Wells Co. eltr. here.

Corning, Ia.—W. S. Lyons and F. E. Sperling have purchased the eltr. of Jos. Drennan. Mr. Sperling will have supervision of the eltr.

Hampton, Ia.—The new eltr. just completed by the Farmers' Co-operative Co. has opened for business with E. A. Malloy as manager.

Hawkeye, Ia.—I have removed from Ottosen, Ia., to this place.—Geo. Schissel, agt. Hunting Eltr. Co.

Alexander, Ia.—Hazeltime Bros. are the new proprietors of the eltr. here, succeeding J. W. Hazeltime.

Guernsey, Ia.—John Swecker has purchased complete equipment of eltr. machinery of Fred Friedline & Co.

Marshalltown, Ia.—L. J. Button Eltr. Co. of Sheldon, Ia., has bot the De Beer & Van der Berg eltr. in this city.

Wheelerwood sta., Mason City p. o., Ia.—E. A. Ellis of Frost, Minn., will be grain buyer here this season.

Grinnell, Ia.—Martin Hoem of Gowrie, Ia., is to be the manager of the Farmers' Eltr. Co. here this season.

Coon Rapids, Ia.—J. J. Grosenbaugh is having the Younglove Const. Co. rebuild the eltr. he recently bot of D. J. Jenks.

Searsboro, Ia.—Bowen & Son of New Sharon and Gilman, Ia., have bot the grain, lumber and coal business of J. P. Baker here.

Kesley, Ia.—I have bot the property here of the Western Eltr. Co., that succeeded the Northern Grain Co.—R. A. Ludeman.

Remsen, Ia.—I am now located here as mgr. for M. King, who has bot the eltr. of Ahmann Bros. at this point.—E. G. Harris.

Walcott, Ia.—We are rebuilding our cleaning house here and will have a much better house when completed.—Stockdale & Dietz Co.

Sioux Rapids, Ia.—Frank B. Mather, of Laurens, has taken the place of J. E. Stough as mgr. of the local house of the Wells-Hord Gr. Co.

Gilman, Ia.—The report that we intend to build an eltr. here is a mistake. We are not going to build.—E. D. Medhus, mgr. Farmers' Eltr. Co.

Glidden, Ia.—Construction has begun on a storage annex for A. Moorhouse, whose plant burned some months ago. Younglove Const. Co. has the contract.

Eddyville, Ia.—I have almost completed my eltr. at this station on C. R. I. & P. railroad. It will have a handling capacity of from 3,000 to 4,000 bus. per day.—S. H. Lamis.

Doon, Ia.—The eltr. of the Plymouth Eltr. Co. here has been closed on a chattel mortgage in favor of the T. E. Wells Co. and given by J. G. Walters, president of the company.

Marshalltown, Ia.—The eltr. of the Swisher-Lang Grain Co. was totally destroyed by fire Aug. 7, causing a loss of \$10,000. Insurance, \$7,000. It will be rebuilt at once.

Libertyville, Ia.—Ward Yost, a member of the firm of Yost & Sherrick, grain dealers of this city, had both legs broken in a runaway accident. His young daughter escaped with only slight injuries.

Wellsburg, Ia.—J. Peters & Son have bot the eltr. of Jno. Tjaden, the sale being prompted by the illness of Mr. Tjaden. Otto Tjaden has been retained by the new proprietors as manager of the eltr.

Correctionville, Ia.—The Trans-Mississippi Grain Co. of Omaha has bot the eltrs. of Schoeneman Bros. Co. at Correctionville, Kingslev. Cushing, Galva, Schaller and Early in this state. This marks the retirement of the latter company from the eltr. business along the line of the Sioux City-Carroll branch of the Chicago & Northwestern railway.

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Serviceable, Economical,  
Satisfactory. Write

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165 Board of Trade CHICAGO



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sistant Cashier; W. D. DICKEY, Assi-  
stant Cashier; R. U. LANSING, Manager Bond  
Department.

Cambridge, Ia.—The eltr. of Inglis Bros. burned Aug. 4. Loss is placed at \$15,000, half covered by insurance. The eltr. had a capacity of 15,000 bus. Work of putting a third story on the building was finished only a day or two before the fire.

Council Bluffs, Ia.—The Alfalfa Meal Co. will erect a new plant in this city. For several years this company has conducted its business at Twelfth street and Tenth avenue, but a larger plant is now deemed necessary and it has secured a site in the western part of the city.

Gilletts Grove, Ia.—Fred Gleason and Robert Lacey, rival grain buyers, had an encounter in a store here which resulted in the alleged stabbing of Lacey by Gleason. Lacey preferred charges against Gleason for attempted murder and the latter was bound over to the grand jury, his bond being fixed at \$1000.

## KANSAS.

Highland, Kan.—Hutt & Williams will erect a \$5,000 eltr.

Irving, Kan.—Carl Walker has bot the eltr. of the R. L. Moore Gr. Co.

Oberlin, Kan.—H. Q. Banta has bot a gasoline engine and will start his eltr. here soon.

Olathe, Kan.—McCoy & Vigor of this city have installed a No. 6 Western Pittless Sheller.

Cimmarron, Kan.—The C. C. Isely Lumber Co. has bot the eltr. of the Farmers Co-operative Union.

Nortonville, Kan.—B. C. Ragan & Sons have recently equipped their eltr. with a Western Rolling Screen Cleaner.

Minneapolis, Kan.—The Farmers' Eltr. & Alfalfa Mill Co.'s new alfalfa mill burned Aug. 12. The eltr. was saved.

Bigelow, Kan.—Wilkin & Miller have succeeded J. L. Wilkin at this point. We are putting in a new cleaner.—Wilkin & Miller.

Great Bend, Kan.—G. H. Hulme will make some additions to his eltr. machinery, including the installation of a Sonander Automatic Scale.

Oketo, Kan.—I have leased the Oketo mills and eltr. and will succeed to the business of H. R. Chapman & Co. at this place on or before Sept. 1.—W. F. Peacock.

Courtland, Kan.—I have bot the eltr. of the Home Gr. Co. at this place. Except that I will install a cleaner do not expect to make any change.—Chester O. Ainsworth.

Pendennis, Kan.—The Poor Gr. Co. of Kansas City, Mo., has succeeded W. M. Chelf. The eltr. will be improved. Geo. Young has succeeded Young & Wollner.—Geo. Young.

Bellefont, Kan.—An up-to-date 15,000-bu. capacity eltr. is being erected here for W. T. Shutz of Wichita, Kan. The P. H. Pelkey Construction Co. has the work in hand.

Michigan Valley, Kan.—The eltr. belonging to C. E. Robinson of Lincoln, Kan., was sold Aug. 20 to Tucker Bulmer & Son, and they will continue to handle grain, coal, livestock and flour.—C. R. Latto, mgr., C. E. Robinson.

Frankfort, Kan.—Eltrs. will be built at the new town of Walkersberg (no p. o.), 7 miles northwest of Frankfort, and at Lilis (no p. o.), southeast of Frankfort, both being located on the Topeka & Marysville cutoff of the U. P. Railroad.

Wichita, Kan.—New members who have joined the Wichita Board of Trade are K. F. Dazey of the Dazey-Moore Grain Co., Fort Worth, Tex., and W. J. Anderson of Anderson-Koch.

Cawker City, Kan.—An alfalfa mill will be erected here soon by the Consolidated Alfalfa Milling Co. of Newton. A representative of the company has been here and he reports that nearly all of the required stock, \$10,000, has been subscribed.

Gypsum, Kan.—One of the 25 alfalfa mills that are to be erected by the Consolidated Alfalfa Milling Co. of Newton will be constructed here. Farmers have taken stock in the enterprise to the extent of \$10,000, and work on the new building will be begun in a few days.

Wichita, Kan.—The H. F. Probst Grain Commission Co., with offices in the Sedgwick building, has opened for business. The firm is composed of Herman F. Probst and his brother, Henry A. Probst, formerly of Arkansas City. H. F. Probst has been in the grain business 20 years and is a very prominent wheat grower of Sumner county, where he owns several thousand acres of land.

Kinsley, Kan.—The Kansas Grain Co. has begun the reconstruction of its eltr., which was destroyed by fire here recently. The new eltr. will have a capacity of 30,000 bus. and it is hoped that it will be ready for use within four weeks. The total cost of the improvement is set at \$10,000. Kinsley is to be made a corn transfer station. Instead of shipping the short line corn to Hutchinson for grinding as heretofore it will be ground in Kinsley. A 25-h. p. gas engine will be used.

Wichita, Kan.—Attorney A. E. Helm has left Wichita for a business trip to St. Louis and New Orleans to represent the Wichita Board of Trade at a meeting of traffic managers to make some satisfactory arrangements for the shipment of grain to Arkansas, Memphis and other points. It is understood among the grain men that in case Mr. Helm fails to secure what he considers a just rate to southeastern points a case will be brought before the Interstate Commerce Commission with the hope of securing what the members of the board consider equitable rates.

## KENTUCKY.

Greenville, Ky.—The Greenville Milling Co. has under construction here a 60,000-bu. eltr. J. P. Carter is superintending the work.

Madisonville, Ky.—A new eltr., with storage capacity of 20,000 bus. of wheat and a working capacity of 300 bus. per hour, has been opened by Thomas & Hanks, millers of this city.

Louisville, Ky.—W. B. Weller, bookkeeper for the firm of J. M. Sharp & Co., stock and grain brokers, said "Mr. Sharp's affairs are involved, but his physical condition is such that he cannot be bothered at this time. I have determined to close up the business until such time as Mr. Sharp is able to attend to his affairs."

Bowling Green, Ky.—A loss of between \$2,000 and \$3,000 was suffered by the Massey Mlg. Co. recently when nearly 3,000 bus. of wheat were precipitated into an adjoining creek by the collapse of the eltr. in which the grain was stored. It is doubtful if any but a very small amount of the wheat will ever be fit for grinding.

Lexington, Ky.—W. B. Cassell has been appointed inspector of weights and grain for this city. This is the first time in twenty years that the city has had an inspector, the custom having been done away with as there was little pay in the office.

Louisville, Ky.—For the second time in a year the eltr. of C. P. Dodd & Co. was destroyed by fire Aug. 6. Wm. E. Trudeau, mgr. of the plant, and several firemen were injured. The loss was estimated at about \$10,000. The fire also destroyed the office of Maurice L. Satterwhite, chief grain inspector for the Board of Trade.

## LOUISIANA.

Lake Arthur, La.—Producers Milling & Warehouse Co. organized; \$50,000 capital stock, by G. H. Shove, pres., and others, to build a rice mill, 80x250 ft.

New Orleans, La.—The rice freight committee of the Board of Trade has decided to let its petition for reduced rates on rough rice, before the state railroad commission, lie over until October.

Vidalia, La.—I did intend building an up-to-date eltr. here this season, but, on investigation, found that it could not be completed in time for the fall business, so concluded to postpone it for a while.—F. B. Postlethwaite, pres. Postlethwaite & Chase Co., Natchez, Miss.

New Orleans, La.—Members of the Board of Trade have been advised that the freight and transportation department of that exchange has recently secured substantial reductions on carload lots of beans from New Orleans to various northern and middle western shipping points. Rates are effective Aug. 18 and 19. The question of securing lower rates on beans was taken up at the request of the bean importers on the Board of Trade. The reductions are said to be of much importance to the port of New Orleans.

New Orleans, La.—The orders issued by the Louisiana Railway Commission relative to the new grain rates have been issued in circular form. As issued the orders apply to every railroad traversing the state with the exception of those which operate east of the Mississippi river, in which territory the need of such rates and rules is not apparent. A rate of 5c is shown on all shipments under ten miles ranging thence, on a strict mileage basis, to a maximum of 12½c the hundredweight to any point within the borders of the state. This applies to shipments moving over only one line of railroad. In case two or more lines are used the rate shall be the average local rates on each line, less 10 per cent, provided the maximum on a two-line shipment shall not exceed fifteen cents and over three lines eighteen cents. Two-line carload rates shall be the combination of the local rates for distance hauled over each road, less 10 per cent, with maximum of 15 cents per 100 pounds on corn and oats, and seventeen cents per 100 pounds on products. Minimum weights are given as follows: Corn in the ear, 30,000 pounds; corn, shelled, in bulk, 10 per cent less than marked capacity of car, with minimum of 40,000 pounds; corn, in sacks, 40,000 pounds; products of corn and oats, 30,000 pounds. On movement of grain thru eltrs. no eltr. charge will be allowed or paid out of grain the freight rate; but the eltr. charge will be in addition to the freight rate. Shipments of corn and oats may



be stopped in transit, when the stopping point is in direct route from point of origin to destination, for shelling, milling, cleaning, clipping, mixing, grading, sacking, inspection, weighing, storing, changing consignment or destination and a thru rate from point of origin to destination shall be applied subject to specified rules. When shipment of shelled corn, or products of corn, is made, which is reshipment of corn that came into transit station, in ear and original freight bill and copy of B/L are surrendered, the weight of the shipment of the ear corn into transit station will be reduced 20 per cent, and freight charges on the ear corn reduced accordingly. This reduction is an allowance for cobs, but must not reduce the weight of the ear corn into transit station below the established minimum except where the original car was loaded to full bulk capacity, in which case a reduction of 20 per cent will be allowed irrespective of minimum, except that minimum shall not be less than 30,000 pounds. Should the weight of the shelled corn, or the products, be greater than 80 per cent of the reshipment of ear corn, the excess weight over 80 per cent will be charged for at the local carload rate from stopping point, unless such excess is represented by another freight bill into shelling or milling stations.

## MARYLAND.

Baltimore, Md.—The annual outing of the Feed Dealers Protective Ass'n was held Aug. 20.

Baltimore, Md.—John T. George, 74 years old, of George Bros., grain dealers, died Aug. 10, after 2 weeks' illness.

## MICHIGAN.

Azalia, Mich.—We will increase the size of our warehouse here.—Michigan Milling Co.

Crosswell, Mich.—D. Quail & Son have sold their eltr. and business to the Crosswell Eltr. Co.

Minden City, Mich.—My name is erroneously listed. It should be L. H. Riedel.—L. H. R.

Prescott, Mich.—F. S. Carr has disposed of his interest in the Prescott Eltr. Co. to build a hotel.

Bannister, Mich.—We are building a fine coal shed, capacity, 6 cars.—M. Troop, mgr. Ithaca Roller Mills.

Carsonville, Mich.—The Bad Axe Grain Co. has remodeled its eltr. to handle beans, and has installed a Clipper Seed Cleaner.—F. W. Kinde.

Riverdale, Mich.—Crawford & Co., who recently sold the Vestaburg eltr., has bot the V. P. Cash eltr. in Riverdale. W. E. Swope is manager.—B.

Climax, Mich.—I have bot the eltr. and business of J. W. Wilson, and will install new machinery and increase the capacity of the eltr.—Allen Ayrault.

McGregor, Mich.—The Bad Axe Grain Co. has improved its eltr., has installed a seed cleaner, re-arranged spouting and friction clutch.—F. W. Kinde, mgr.

Applegate, Mich.—The Bad Axe Grain Co. has installed a No. 39 Clipper Cleaner, a manlift, and has made other improvements in its eltr.—F. W. Kinde.

Vernon, Mich.—James Rilly of Howell has succeeded Roy Kear as mgr. for the Michigan Mfg. Co. Mr. Kear will move his family to Flint, where he has a position.

Bennington, Mich.—The C. R. Bailey Co. has succeeded the Stockbridge Eltr. Co. and will operate the eltr. under its own name. I am mgr.—Charles E. Snyder.

Vicksburg, Mich.—Robert Jenkinson's eltr. has a capacity of 15,000 bus. or more. W. L. Porter has a mill, eltr. and feed mill.—W. J. Thomas & Co., Schoolcraft, Mich.

Dexter, Mich.—D. E. Hoey & Son are installing machinery for handling grain and bran. They have bot eltr. machinery of the Ypsilanti Machine Works, a clipper combination cleaner; a gasoline engine and grain scales.

Wixom, Mich.—The J. D. McLaren Co. of Plymouth has bot the eltr. here and lumber yard of Yerkes Bros. and has placed Will McLaren in charge. R. Sheppo has had charge of the property since Yerkes Bros. bot it some years ago.

Reed City, Mich.—Wm. Curtis, who has taken active management of his eltr. and feed mill while interested in other enterprises, has placed the mill in charge of his brother, Bert T. Curtis, and will open an office from which to conduct his business.

Minden City, Mich.—The Bad Axe Grain Co. has installed a Clipper Seed Cleaner, a Clipper No. 39 Grain Cleaner, five new stands of eltr. legs, one manlift, a Hall Distributor and has made other improvements in its eltr.—F. W. Kinde, treas. and mgr.

Ruth, Mich.—The Bad Axe Grain Co., proprietor of the Ruth Eltr. Co., has installed a Clipper Seed Mill, a Monitor No. 5 Grain Cleaner, five new stands of eltr. legs, and a manlift, and has made other improvements in its eltr. at this point.—F. W. Kinde, mgr.

Lake Odessa, Mich.—The partnership of L. A. Heaton and Wm. G. Brummeler, that has existed about a year, under the firm name of "The Lake Odessa Milling Co.," was dissolved Aug. 8 by Mr. Heaton's purchase of his partner's interests. Mr. Brummeler has entered the employ of Watson & Frost of Grand Rapids, Mich., as traveling salesman.—Geo. E. Kart.

## MINNESOTA.

Airlie, Minn.—Ed. Nugent will buy grain for the W. W. Cargill Co.

Frost, Minn.—Amund Nelson will be local agt. for the Western Eltr. Co.

Clara City, Minn.—The eltr. of the Farmers' Eltr. Co. is being repaired.

Echols, Minn.—Henry Wettestad has his 20,000-bu. eltr. nearly completed.

Delhi, Minn.—Roy Peterson will buy grain at the eltr. of the Pacific Eltr. Co.

Tintah, Minn.—E. E. Griffith will have charge of the eltr. of the Federal Eltr. Co.

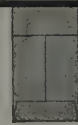
Barry, Minn.—Will Sheehan will have charge of the eltr. of the Monarch Eltr. Co.

De. Graff, Minn.—Alfred Larson will have charge of the eltr. of the Cargill Eltr. Co.

West Concord, Minn.—R. Emerson is the new mgr. for the Farmers' Eltr. & Merc. Co.

Ellsworth, Minn.—Fred Bridge has succeeded John F. Raabe as local agt. for E. A. Brown.

Elliot sta., Tenney p. o., Minn.—Fred Berchinger will buy grain for the Atlantic Eltr. Co.



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Glenwood, Minn.—The Loomis-Benson Co. of Minneapolis has bot the eltr. here of J. W. Funk.

Alberta, Minn.—Wm. Pedarson will manage the eltr. of the Winter & Ames Co. this season.

Porter, Minn.—The Farmers' Produce Co. has re-appointed Anton A. Knutson mgr. of its eltr.

Slayton, Minn.—Olaf Hegstad has succeeded Clarence Johns as mgr. for the Farmers Eltr. Co.

Gaylord, Minn.—Chas. H. Beib has succeeded John Schuetler as buyer for the Security Eltr. Co.

St. Peter, Minn.—Ed. McGrath has been appointed agt. at the eltr. of G. W. Van Dusen & Co.

Pipestone, Minn.—James H. O'Neill has been appointed local agt. for the Northwestern Eltr. Co.

Hokah, Minn.—I have come here from Varing, Ia., where I was with the Neola Eltr. Co.—P. R. Reilly.

Garvin, Minn.—W. C. Purry of Pine River will be grain buyer for the Sleepy Eye Mlg. Co. this season.

Sutton sta., Dexter p. o., Minn.—John Vandenoever will buy grain at the eltr. of the LaCrosse Grain Co.

Benson, Minn.—A. Larson will succeed T. Thorson, resigned, as mgr. of the eltr. of the Benson Market Co.

Donaldson, Minn.—Ole Halvorsen has been making improvements in his eltr. preparatory to its fall opening.

Vernon Center, Minn.—John Morrow has gone to South Dakota to take charge of an eltr. for Hubbard & Palmer.

Buffalo Lake, Minn.—C. Steinkoph has bot the eltr. and sheds of the Crown Eltr. Co. and will buy grain here.

Humboldt, Minn.—The Humboldt Eltr. Co. incorporated by G. E. Mathew, John Bernath and others; capital, \$10,000.

Fox, Minn.—Hanson & Barzen of Thief River Falls, Minn., are having an eltr. built here for them by Ed. Wertz.

Burr, Minn.—Gunder Gilbertson has succeeded M. A. Mortenson, resigned, as mgr. of the Farmers' Eltr. & Supply Co.

Winthrop, Minn.—The Winthrop Grain & Mill Co. has increased its capacity by the purchase of a storage warehouse.

Brooten, Minn.—A farmers' eltr. company has been organized. J. G. Eagen will buy grain for the Woodworth Eltr. Co.

Royalton, Minn.—The Powers Eltr. Co. has rented the eltr. of I. W. Bouck and will operate it in connection with its own.

Helstad, Minn.—The Minneapolis & Nor. Eltr. Co. has opened its house with Andrew Bye, formerly of Felton, in charge.

Bird Island, Minn.—Robert McMullin of Hutchinson has come here to take charge of the eltr. of the Exchange Grain Co.

Duluth, Minn.—Inspection fees on wheat, oats, corn, rye, barley, and speltz have been increased to 25c per car, effective Sept. 1.

Redwood Falls, Minn.—John Knutson of Sleepy Eye has succeeded C. K. Ode-kirk, resigned, as agt. at the eltr. of Bingham Bros.

Badger, Minn.—The Red Lake Falls Mlg. Co. has let the contract for its new eltr. under construction here to H. L. Hennemuth.

Stiles sta., Sauk Center p. o., Minn.—The eltr. of the Monarch Eltr. Co. reopened Aug. 11. I again have charge.—M. L. Bremer.

De Graff, Minn.—The Farmers' Eltr. Co. incorporated by P. W. Bresnahan, A. A. Page, James Welsh and others; capital, \$25,000.

Porter, Minn.—A. O. Miller, formerly mgr. for the Mutual Eltr. Co., has bot the eltr. of the Atlas Eltr. Co. and will buy grain for himself.

Monticello, Minn.—The Monticello Mill & Eltr. Co. incorporated for \$20,000 by E. H. Sherwin, S. J. Mealy, G. A. Beazie and others.

Slayton, Minn.—The eltr. of D. A. Schoeneman, that was closed some time ago, has been taken down to be removed to South Dakota.

Delhi, Minn.—H. C. Engeman has resigned the agency of the Great Western Eltr. Co. to take the management of the Farmers' Grain & Fuel Co.

Springfield, Minn.—G. A. Spellbrink, formerly agt. for the Springfield Mlg. Co. at Ivanhoe, Minn., will buy grain for the company at this point.

Lanesboro, Minn.—James Gribbin has bot the steel eltr. of E. L. Tollefson of Mabel, has taken full control and will buy grain on his own account.

Fairmont, Minn.—C. E. Cornell has been engaged to manage the house of the Farmers' Eltr. Co. for the coming year. He took charge Aug. 16.

Okabena, Minn.—J. A. Larson, formerly mgr. of an eltr. at Lakefield, Minn., will have charge of the eltr. of McGinn Bros., that was closed last fall.

Norcross, Minn.—The Northwestern Eltr. Co. will not rebuild its eltr. recently burned here, as it has bot the 35,000-bu. house of the Reliance Eltr. Co.

Hanska, Minn.—The eltr. of the Great Western Eltr. Co. has been remodeled and will be opened for business before Sept. 1. Fred Toenberg will have charge.

Brown Valley, Minn.—N. A. Beaton has succeeded H. V. Heald as agt. for the Duluth Eltr. Co. Mr. Heald will buy grain here at the eltr. of the Cargill Eltr. Co.

Zumbrota, Minn.—O. A. Stondahl, who has been mgr. for the Zumbrota Farmers' Eltr. Co. for the past few years, has taken charge of the eltr. of the Red Wing Malting Co.

Fergus Falls, Minn.—M. A. Mortenson, formerly mgr. of the Farmers' Eltr. & Supply Co. of Burr, Minn., has been engaged as buyer for the Farmers' Co-op. Eltr. Co.

Albert Lea, Minn.—The Myrtle Grain Co. has changed its name to the Speltz Grain & Coal Co. without any change in the ownership, management, capital or personnel of the company.

Atwater, Minn.—George F. Jones, formerly agt. for the Interstate Grain Co., has succeeded N. A. Beaton, who has had charge of the grain business of the Duluth Eltr. Co. at this point for the past three seasons. Mr. Beaton has gone to Browns Valley to take a similar position.

Foley, Minn.—We bot an eltr. of 25,000 bus. capacity from Cargill Eltr. Co. and A. M. Chisholm has the contract to move it by wagon road 3½ miles to Foley on our grounds. We will buy and sell grain, flour and feed, operate a feed mill and build a flour mill early next spring. Foley Mlg. & Eltr. Co.

Hancock, Minn.—John A. Johnson has resigned as mgr. of the Hancock Market Co. to go on the road for Dalton & Gould. Eugene A. Maybott will buy grain at this station for the Duluth Eltr. Co.

Dale sta., Hawley p. o., Minn.—The Dale Farmers' Eltr. Co. has been incorporated for \$20,000 by N. T. London, H. J. Ulven and others. It has bot the eltr. of the Federal Eltr. Co. at Winnipeg Jct., Minn., and will move it here.

Duluth, Minn.—The terminal elevators at Duluth and Superior have decided to make a charge for unloading grain received in bulkhead cars and in sacks. For grain in sacks the charge will be 1c a bu. and in the bulkhead cars the unloading fee will be \$3 per car. The elevator managers claim that this charge will hardly recompense them for the delay and cost of handling sack and bulkhead shipments.

Mabel, Minn.—A new grain company was organized Aug. 7 under the name of the Mabel Grain Co., with a paid up capital of \$5,000; P. C. Johnson, pres.; D. W. Bacon, sec'y; M. C. Christopher, treas. The new company has rented the eltr. of the Mabel Farmers' Stock & Grain Co. and will enter the market for all kinds of grain and seeds. The old company lacked capital so it was almost impossible to do business. For the past year its business had been carried on the credit of a few members, besides it was so large and unwieldy it was easier to organize a new company than to increase the capital of the old. The new company has 19 members, owning 50 shares of \$100 each.

#### MINNEAPOLIS LETTER.

Chamber of Commerce memberships are quoted at \$4,100.

The Consumers Malting Co. has purchased 600 ft. additional trackage and will make extensions to its buildings.

The Co-op. Grain Co. incorporated by E. A. Ravey, L. H. Cornell, C. G. Vail-lencourt and others; capital stock, \$150,000.

Barley arriving at Minneapolis is practically all new crop, and much of it is thin and dark-colored, and poorer than last season.

J. E. Nicholls of Nicholls & Taylor died Aug. 12. He was 54 years of age and had been engaged in the grain business since 1885.

Dwight M. Baldwin, aged 72, father of D. M. Baldwin, Jr., who is pres. of the Baldwin Eltr. Co., is to be married to Miss Etta Branham, aged 22.

Randall, Gee & Mitchell on Aug. 20 received the first car of new flax, from southern Minnesota over the Milwaukee road. The seed was of good quality.

The first car of new No. 1 northern wheat came in Aug. 13 from Kasota, Minn., consigned to the Van Dusen-Harrington Co. It sold at the Chamber of Commerce for \$1.36 a bu.

The Harris Grain Co. has changed its name to the Golden Valley Independent Grain Co. and has amended its charter to permit it to handle all kinds of grain, seeds and produce, and to buy, hold and lease eltrs. and warehouses.

F. L. Davies, formerly with F. M. Davies & Co., will be sec'y of the new firm known as the Lake Eltr. Co., that has bot Eltr. L in southeast Minneapolis and will operate it. F. N. Thiesen of Artesian, S. D., is pres. of the company.



Under the new state warehouse law the inspection department will register grain in store and most of the terminal eltrs. will take out state licenses. After Sept. 1 the Chamber of Commerce will cease registering warehouse receipts tho supervising the terminal eltrs. that are regular.

R. Kyle, local agt. for the Gt. Northern R. R., has issued an order against the loading of freight cars for shipment off the company's rails. The road needs the cars for the grain trade, and will not permit them to be loaded here for shipment to any destination that might mean delay.

The first car loads of new crop durum and velvet chaff came into Minneapolis Aug. 11. McCarthy Bros. received a car of durum from Farmington, Minn., which they sold to the Washburn-Crosby Co. for 94c. The Cargill Eltr. Co. got the car of new velvet chaff from Bancroft, S. D., and sold it to Charles Eaton for \$1.18.

After agitation of the question for some time by the brokers of Minneapolis the Western Union Telegraph Co. has begun the installation of between fifty and sixty of the latest improved grain and stock tickers in local brokerage houses. The new equipment will expedite the sending and receiving of quotations to a marked degree.

The new law which places a straight tax of one-fourth of a cent a bushel on wheat and one-eighth of a cent a bushel on all other grains will cost the city of Minneapolis about \$40,000, according to the figures of the city assessor. During the year ending May 1, there were 31,518,455 bus. of wheat, 2,378,727 bus. of flax and 23,252,531 bus. of all other kinds of grain handled in Minneapolis. Under the tax as laid down by the last legislature Minneapolis collects about \$11,670. If the regular tax rate had been applied to such amount of grain the city would receive over \$50,000.

The Grain Commission Men's Ass'n of the Minneapolis Chamber of Commerce, organized Aug. 12, promises to bring a new influence into the grain trade of the northwest. The officers of the ass'n are: Pres., B. F. Benson; vice-pres., S. J. McCaull; sec'y and treas., J. J. Quinn. The directors are A. M. Woodward, Frank L. Carey, Thomas G. McCarthy, George A. Duveinaud, L. C. Remund, Henry D. Gee and John McLeod. The new organization will work for the maintenance of conditions favorable to the growth of the commission business and in opposition to changes that its members may not favor. Sec'y Quinn, of the new organization, was for several years secretary of the Tri-State Grain Dealers Ass'n. One of the first actions of the new ass'n will be a protest to the state board of grain appeals against the recent ruling under which oats and barley inspected in the Minneapolis market are to have dockage allowances. "We are opposed to allowing dockage on oats and barley," said B. F. Benson, pres. of the new ass'n. "The country producers and shippers do not favor it, and we have received many letters in protest. We fear that if dockage be allowed here, while other markets, as Milwaukee and Chicago, do not allow it, the country shippers will send their coarse grains to the markets where there is no dockage, thereby not only affecting our business as commission men, but working against Minneapolis as well.

At a meeting of the Minneapolis Chamber of Commerce directors and members of the transportation committee, held Aug. 11, a protest was made against a proposed plan which, it is believed, aims to divert the movement of grain from Minneapolis to Chicago. Railroad lines east of Chicago, it is declared, are planning the abolishment of thru rates on coarse grains from Minneapolis to the Atlantic seaboard and propose to substitute a rate of 16 cents a hundred from Chicago east, plus the local rate from country stations to Chicago. Apparently a simple proposition, Minneapolis grain men see behind the move a sinister design of the Chicago Board of Trade to turn grain shipments to Chicago which otherwise naturally would come to Minneapolis, this city being the usual receiving point under normal rate conditions. As an example of how the proposed change in rates would affect the local market a shipment from Watertown, S. D., was cited. Under the present arrangements to load a car of coarse grains at Watertown for shipment to New York, Boston or other Atlantic seaboard points costs, via Minneapolis, 34 cents. Under the new plan, as proposed, the shipment could be made from Watertown via Chicago for 34 cents, but if sent via Minneapolis the cost would be 35 cents. Sec'y John G. McHugh, of the Chamber of Commerce, was instructed to send a protest to J. F. Tucker, chairman of the Central Freight Ass'n and to W. H. Hosmer, chairman of the Western Trunk Line Ass'n, in Chicago.

Grain receivers made so vigorous a protest that the state board of grain appeals on Aug. 14 rescinded its new rule on dockage in the following announcement: At the annual meeting of the state grain board of appeals held Aug. 3, the existing rules were changed so as to give the inspection department the authority, when necessary, to place a dockage on oats, barley and speltz. At this meeting no objection was raised to the action taken, although the usual notices calling said meeting that had always prevailed had been given. At the request and on petition of many, representing that they were misled by a wrong date on the copy of the official notice calling this meeting, as posted on the bulletin board of the Minneapolis Chamber of Commerce, another hearing was ordered for Saturday, Aug. 14, in order to give the fullest opportunity for all interested to present their views. Recognizing the very large and vigorous protest presented, covering all sections of the three northwestern states, from producers, independent farmers and other grain interests, against the change adopted, the board, while realizing that these objections were made in good faith, yet under a misapprehension of the practical application of the new rule, which was largely to be used to stop the pernicious practice of dumping the screenings and other foul matter into these grains by grain handlers, has changed the rule adopted Aug. 3, 1909, and the rules of 1908 will be continued, under which in the several grades of oats, barley and speltz, the amount of dirt, foul seeds and foreign grains is taken into consideration in arriving at the grade.

## MISSOURI.

Canton, Mo.—P. N. Hanna is having an eltr. built on the site of the old flour mill by the Hollister-Whitney Co. The equipment will include a Half Signaling Grain Distributor.

## J-M Asbestos Roofing



Is the only prepared roofing that chemical fumes, gases, heat or cold will not affect—because it is the only roofing made of an indestructible mineral—ASBESTOS. It is also the only roofing that will not rot, rust, melt or crack.

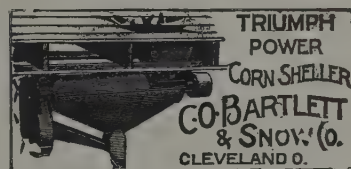
IS A SURE FIRE PROTECTION against burning sparks, embers, etc. NEEDS NO PAINTING, therefore, its first cost is its only cost. Keeps buildings cool in summer and warm in winter.

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Successors to  
**HOWE ENVELOPE CO., Ltd.**  
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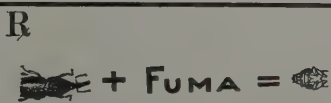
A marlin covered wire rope flexible as manila rope and much more economical.

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Live weevil plus a little Fuma equals dead ones every time.

Fumigate Your Elevators and Mills With

## FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

10c per lb. in 50 lb. and 100 lb. drums.

Send for printed matter.

**EDWARD R. TAYLOR**  
Manufacturing Chemist Penn Yan, N. Y.

Dexter, Mo.—J. J. Dowdy of this place has recently installed a Western Combined Sheller of the latest improved type.

Kansas City, Mo.—Fred Aylesworth of the Midland Eltr. Co. has bot the membership of G. B. Flack in the Kansas City Board of Trade.

Mt. Vernon, Mo.—We are out of business, having leased the eltr. to H. H. Steele of Kansas City.—N. D. Underwood, sec'r. Farmers Eltr. & C. S. Co.

St. Joseph, Mo.—The Champion Feed Co. of Tarkio, Mo., will erect a molasses and alfalfa feed mill costing \$60,000, for which plans are being prepared by the Selden-Breck Construction Co.

Kansas City, Mo.—Under a ruling of the quotations committee, salesmen on the Kansas City Board of Trade no longer designate turkey, dark, yellow berry, etc., in reporting sales of hard wheat. The characterization of these qualities, which was purely voluntary on the part of sellers, was abolished because of the confusion which it entailed. With the present system it is only possible to make nominal quotations of different qualities, while actual sales will be recorded simply as No. 2 hard, No. 3 hard, etc.—*Drovers Telegram*.

#### ST. LOUIS LETTER.

Material reductions in switching rates are announced by the St. Louis Merchants' Bridge & Terminal railroad. Effective state, Aug. 1, interstate, Sept. 5.

Notice was given, effective Aug. 12, by the manager of the Merchants' Exchange weighing department that the department of weights discontinued the weighing at the East St. Louis Warehouse & Eltr. Co.

Geo. F. Carruthers, for 35 years engaged in the grain trade at this city, died Aug. 12, aged 70 years. For three years he had suffered from cancer. He is survived by his wife and four daughters.

Bucket-shop operators who have been reading the continuous grain quotations of the Merchants' Exchange by means of field glasses and then telegraphing them over the country have been detected by the police and their operations prevented.

Members of the Merchants' Exchange invite their friends to visit St. Louis during the week of Oct. 3-9 to witness and participate in the centennial celebration of the incorporation of the city. The program and a few facts about the city are being sent out in a pamphlet by Daniel P. Byrne & Co.

James C. Fallis, whose purpose it is to go into business for himself, has resigned his position with Fred L. Wallace as manager of the latter's eltr. Formerly Mr. Fallis was connected with J. Allen Smith, the Knoxville, Tenn., miller, and served as manager of the Security eltr. erected last year by Mr. Smith in East St. Louis.

The board of directors of the Merchants' Exchange has declared the Rogers Eltr. irregular for the delivery of grain on contracts and in consequence the house has been withdrawn as a regular eltr. This action was taken at the request of Langenberg Bros. & Co., who have been operating the eltr. It is provided, however, that grain receipts issued by that eltr. prior to Aug. 10, 1909, are regular under the rules for six months after that date. The Rogers Eltr. will continue under the management of Langenberg Bros. & Co. as a private house.

#### MONTANA.

Moccasin sta., Philbrook p. o., Mont.—An eltr. has been erected here.

Wibaux, Mont.—E. E. Jordan and others have formed plans for the erection of an eltr. here.

Meyersburg, Mont.—The Hawkeye Eltr. Co. of Minneapolis will build an eltr. here of 35,000 bus. capacity.

Mondak, Mont.—O. E. Hineline, who for several years has been in the grain business in Glenburn, N. D., has bot an eltr. here.

Clyde Park, Mont.—J. H. Lathrop, representing the Hawkeye Eltr. Co. of Minneapolis, says his company will build an eltr. here.

#### NEBRASKA.

Minden, Neb.—The Iowa-Neb. Grain Co. has raised its eltr. and increased its capacity.

Beatrice, Neb.—The Beatrice Corn Mills are putting in a Sonander Automatic Scale.

Nebraska City, Neb.—The Kingfalva Mills has bot a Radial Car Puller outfit of Fred Friedline.

Fremont, Neb.—The Western Seed & Irrigation Co. is building an eltr. storage addition of 12,000 bus. capacity.

Sholes, Neb.—About July 1 we bot the eltr. here of the Sioux City Grain & Lumber Co.—Saunders-Westrand Co.

Hadar, Neb.—The new eltr. of the Farmers Grain & L. S. Co. has been completed by the Younglove Const. Co.

Greeley, Neb.—We have installed a Sonander Automatic Scale in this eltr.—G. G. Cleveland, agt. Barstow Grain Co.

Wakefield, Neb.—We have recently removed our main office from Wakefield, Neb., to Omaha.—Saunders-Westrand Co.

Waterbury, Neb.—About July 1 we bot the eltr. of the Sioux City Grain & Lumber Co. at this point.—Saunders-Westrand Co.

Foster, Neb.—J. J. Mullaney of Sioux City, Ia., is erecting an eltr. at this place, capacity 20,000 bus., with all up-to-date improvements.

Lincoln, Neb.—We have decided to install two more Sonander Automatic Scales, one at Greeley and one at Farwell.—W. T. Barstow Gr. Co.

Tobias, Neb.—The Lincoln Grain Co. bot the eltr. of Walter Barnby, Aug. 16, and has taken possession. Mr. Coe will continue to manage the business for the new owners.

Fort Calhoun, Neb.—Henry Rix is remodeling his eltr. and is building a new alfalfa meal mill. He will install a Sonander Automatic Scale and a 75-h. p. coal oil engine.

Rosalie, Neb.—The Holmquist Grain & Lumber Co. has bot and is now operating the house formerly owned and operated here by the Sioux City Grain & Lumber Co.—Holmquist Gr. & Lbr. Co.

Nebraska City, Neb.—Arthur, the 10-year-old son of J. G. Murray, while playing about the eltr. of his father, fell into a hopper filled with grain and was smothered before he could be rescued.

Omaha, Neb.—The Nebraska Seed Co. will increase its storage capacity by adding two stories to its house. Feed grinders and mixers also will be put in and a Sonander Automatic Bagger will be installed.

Omaha, Neb.—Word has been received here of the death of W. F. Morphy at Denver. Mr. Morphy formerly was auditor of the Udpike Grain Co. of this city. Since his removal to Denver he has been engaged in the hotel business.

Sargent, Neb.—A. H. Brooks & Son have ordered machinery for a 25,000-bu. eltr. and the building is soon to be erected. This will make three eltrs. for Sargent. The new eltr. will be run in connection with the flouring mill at this place.

Hubbell, Neb.—We are having G. H. Birchard build our new 15,000-bu. eltr. and get it ready for use. The roof will be on in a few days. We will install a cleaner, a hopper scale of 500 bus. capacity, and a 10-h. p. gasoline engine.—S. D. Brown, pres. Hubbell Farmers' Eltr. Co.

Franklin, Neb.—William Clapp has sold his eltr. here to L. E. Furry for \$2,800. Mr. Furry formerly owned the eltr. and disposed of it to Mr. Clapp about two years ago. Since owning the eltr. Mr. Clapp has put in improvements, including a new gasoline engine and scales.

Dakota City, Neb.—The King Truax Co. has torn down its house here and moved same to Rosalie, Neb. The company has not commenced to build in Rosalie on account of having trouble about securing a lease which the Burlington has refused to grant.—Holmquist Gr. & Lbr. Co., Rosalie, Neb.

Omaha, Neb.—A Bachelors' club has been organized here composed of George B. Powell, Charles F. Davis, W. H. Chambers, C. E. Niswonger and J. B. Swearington, all Grain Exchange members, whose wives are away. Mr. Powell was elected pres. because his wife has been away the longest—three months.

Omaha, Neb.—The recently incorporated Middle West Eltr. Co. has let the contract to Moulton & Evans to build a terminal eltr. of 100,000 bus. capacity at Council Bluffs, Ia., equipped with electrically operated machinery capable of handling 25 cars of grain daily. J. R. Hale & Sons of Nashville, Tenn., are the principal owners of this new firm.

Omaha, Neb.—The new eltr. we are building will be located on the tracks of the Rock Island, Chicago & Northwestern, and Burlington roads, at 36th st. and 1st. av., Council Bluffs, Ia. Capacity will be something over 100,000 bus. It will be electrically equipped thruout. Eltr. will be equipped with 2 96,000 pound Howe Hopper Scales of the latest type; double drum cable car puller; Eureka cleaning machinery, and a ~~lew~~ carrying capacity of about 12,000 bus. per hour. The storage is crib construction of yellow pine. The house should be completed by the middle of October.—Middle West Eltr. Co.

#### NEVADA.

Reno, Nev.—J. E. Monroe of Reno and C. W. Kinney of Fallon are organizing a company to build and operate an alfalfa meal mill.

#### NEW ENGLAND.

Boston, Mass.—The Chamber of Commerce is gaining many new members, the total Aug. 1 being 2,826.

Boston, Mass.—Noyes & Colby received the first car of new oats to arrive on this market this season, on Aug. 3, from Cleveland, O. The grain was graded No. 3 white clipped, and sold at 56c per bu.



## NEW YORK.

New York, N. Y.—Wm. H. Sullivan, grain dealer of South Brooklyn, died Aug. 9, aged 32 years.

Poughkeepsie, N. Y.—Chas. N. Arnold and Samuel I. Robinson have formed the firm of C. N. Arnold & Co. to deal in grain and feed in a new fireproof building just completed.

New York, N. Y.—Among the new committees of the Produce Exchange recently appointed for the ensuing year are: Grain, W. H. M. Kemp, E. Bernays, E. Pfarrius, Henry G. Graff and L. W. Forbell. Grain commission rules, F. I. McGuire, H. D. Clearman, A. D. Holman, C. Walton Andrus.

## BUFFALO LETTER.

Dudley M. Irwin, who has been for some time on a trip to Loon Lake in the Adirondacks, is expected back to business in a few days.

The corn trade is pretty easy, as there is a good demand and the supply is adequate. The increase of general business will add much to the demand for feed.

The new Wheeler Eltr., which is being put up on the site of the burned one, is getting on well and ought to be ready for business by the middle of September. It will carry 700,000 bus.

Dealers are saying that barley is going to move abroad more this year than formerly and for that reason they believe they can command a better price than the conditions otherwise promise.

A modern linseed refinery of brick and complete fireproof construction will be built by the Spencer-Kellogg Co. on Elk st., near the D. L. & W. road. The building will be 80x100 ft. and will cost \$65,000.

The car shortage problem is in sight already, having appeared in the coal trade. Grain dealers are warning their customers to be prompt or they will surely meet with bad delays this fall and winter.

New state wheat, mostly white, is coming in now and is of the finest quality, being already very dry and in good milling condition. The amount is small, but it is enough at present to keep the state miller out of the city grain market.

The car-grain movement is very heavy now, all on account of the big crop of oats that is moving. On Aug. 19 the inspectors of the Corn Exchange reported 118 cars of oats alone, which with the fair amount of other grains, makes a big total for this market.

The George J. Meyer Malting Co. is adding a new malt house to its plant on the Niagara, building this time on the city side of the canal, a house which is going to be good for about 2,000 bus. barley a day. It will be ready to run about the middle of September.

The malting trade in the city is at a standstill, not caring to stock up with barley till the market is better established, but barley men say that there is every promise of a better season than last, when prices were against the malster and the demand was very light.

Harbor elevation is now something like 4,000,000 bus. short of last season to date, having run down quite fast of late, being in round numbers 28,000,000 bus., as against 32,000,000 bus. a year ago. Elevator men say that the reason for the decline is that the crops are late and that they will easily make it up as soon as spring wheat begins to move.

H. G. Anderson is just back from a five weeks' trip to the Muskoka lakes. He reports that the demand for wheat is very light, as buyers will not buy till the old and new prices are at least less than 40 cents apart.

Of winter wheat from Ohio and westward, Chief Inspector Anderson says that there is an unusual amount of blighted berries, which indicates that something must have gone wrong with the crop after it headed out.

The mill of the Husted Milling & Eltr. Co., which suffered severely from fire about three months ago, is rebuilt again and has started up. The company is a very active one, turning out practically all sorts of ground stuff in large quantity. It has made great strides in the business in late years.

The local sales of wheat are cut down now even more than they usually are on the coming in of the new crop, for the buyers have a notion that prices are going to drop much more than the sellers will admit and so they are holding off. The arrival of a little Kansas wheat is also disturbing, as it is not known how large a part it will cut in this trade.

All the Buffalo malt houses are in good running condition and the promise of the future is such that the price asked for barley will be paid when the season opens, whatever it is. There is an effort to get good malting barley for 60 cents, but barley men say that it will bring more, as the crop is pretty badly stained and much of it will have to go for feed.

The oats and barley trade is not likely to embarrass the dealers by the wholesale mixing of barley with oats, as was the case last year, when barley was so low, but the coming together of Kansas and northwestern spring wheat will be greater than ever before, as the spring wheat miller is inclined to use more of Kansas every year if the price makes it possible.—J. C.

## NORTH DAKOTA.

Wahpeton, N. D.—Ernest Hopkins is building an eltr.

Sherwood, N. D.—The Farmers' Eltr. Co. is repairing its eltr.

Barlow, N. D.—Wm. Pfau is local mgr. for the Federal Eltr. Co.

Hebron, N. D.—Herman Stelter will be mgr. for the Farmers Eltr. Co.

Reeder, N. D.—The Western Lbr. & Grain Co. is building a new eltr.

Garrison, N. D.—Al. Koenig is the new mgr. for the Farmers' Eltr. Co.

Colgate, N. D.—Ed. Fuller will be local agt. for the Imperial Eltr. Co.

Gwinner, N. D.—The Andrews Grain Co. will build an annex to its eltr.

Park River, N. D.—C. S. Eaton will buy grain for the Farmers Eltr. Co.

Maxbass, N. D.—W. J. Cowan will manage the eltr. of the Duluth Eltr. Co.

Ray, N. D.—Farmers headed by L. C. Wingate are considering building an eltr.

Casselton, N. D.—Peter Haehn is the new mgr. at the eltr. of the Rex Eltr. Co.

Jamestown, N. D.—J. W. Towle will manage the eltr. of the Farmers' Eltr. Co.

Ort, N. D.—Con. Cronin has taken charge of the eltr. of the Farmers Eltr. Co.

## Car Movers

For \$3.75

Your Choice of

Easy  
Atlas  
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Sheldon  
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Manufacturer  
Price

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Each is claimed to be the best. Order the one you want.

Elevator Machinery, Supplies, Engines, Scales, etc.

at lowest prices. Prompt shipments.

American Supply Co.

1110 Farnam St., Omaha, Neb.

## The Climax Scoop Truck

Is a scoop on wheels carrying 2½ bus. of grain and 200 lbs. of coal. With it a boy can do more than five men with hand scoops.

Saves time and labor, which are money.

Saves fretting and sweating and demurrage bills.

Saves its cost in wear of other scoops.

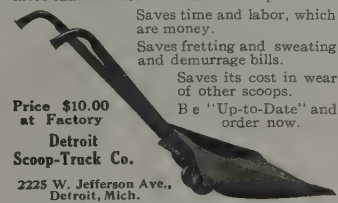
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To get in direct communication with would-be buyers of grain elevators reply to ads in the "Elevators Wanted" columns of the GRAIN DEALERS JOURNAL.

## Clark's Grain Tables for Wagon Loads

TWELFTH EDITION

The best and most complete edition of these popular reduction tables ever issued.

It contains 16 grain tables and two pages of freight tables all printed from heavy-faced type in two colors on 175-pound Manila stock. It is reinforced at back with silk cloth.

It has a string loop attached so it can be hung up beside the scale beam. Marginal index for quickly finding table wanted.

All reductions are complete on one page. It has a range from 100 to 4,000 lbs. on 10-pound breaks.

The tables show the following reductions: Oats at 32 lbs., 33 lbs. and 36 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Barley at 50 lbs. Shelled Corn Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Wheat, 60 lbs., with 1, 2 3 and 5 lbs. dockage. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu.

Freight table shows rate per bushel at 60, 56, 48 and 32 lbs. per bu. when the rate per 100 lbs. is 1 to 36 cents in 1 cent rises.

Price, postpaid, 50 cents

GRAIN DEALERS JOURNAL

255 La Salle Street

CHICAGO, ILL.

Denbigh, N. D.—F. H. Colby will have charge of the eltr. of the Imperial Eltr. Co.

Lansford, N. D.—W. W. Davey has been elected mgr. for the Farmers Eltr. Co.

Manson, N. D.—Fred Landberg will have charge of the eltr. of the Heising Eltr. Co.

Dickey, N. D.—Paul Schmoker, agt. for the Andrews Grain Co., will open the eltr. Sept. 15.

Lignite, N. D.—James Nelson will buy grain at the eltr. of the Connole & Nelson Eltr. Co.

Mayville, N. D.—Martin Erickson has been elected buyer for the Reynolds Farmers Eltr. Co.

Maddock, N. D.—C. H. Ihlen will buy grain at the eltr. of the Farmers Grain, Stock & Fuel Co.

Milnor, N. D.—Work has commenced on the annex the Andrews Grain Co. is building to its eltr.

New England, N. D.—The Western Lbr. & Eltr. Co. of Bowman will build a 40,000-bu. eltr. here.

Bantry, N. D.—Robert Stewart will have charge of the eltr. of the Imperial Eltr. Co. this season.

Tolna, N. D.—H. B. Highum of Rushford has opened the eltr. of the National Eltr. Co. for the season.

Berlin, N. D.—Arthur Freie has succeeded Chas. J. Allister as local agt. for the Andrews Grain Co.

Kermi, N. D.—Nathan Loucks has succeeded his brother Frank as grain buyer for the Homestead Eltr. Co.

Norma, N. D.—L. E. Larson is the new man buying grain this year for the Minnekota Eltr. Co.—Joe Hagen.

Newburg, N. D.—The Riverside Farmers Eltr. Co. has changed its headquarters from Kramer to this place.

Sherwood, N. D.—Karl Klausner has taken possession of the eltr. he recently purchased of the Burgess Eltr. Co.

Columbus, N. D.—We have sold our eltr. here to the Farmers Eltr. Co.—W. H. Gooch, pres. Minnekota Eltr. Co.

Douglas, N. D.—O. M. Health will buy grain for the Osborne-McMillan Co.; and Chas. Kirchen for the Ireys Eltr. Co.

Greene sta., Mapleton p. o., N. D.—Farmers have let contract for erection of a new eltr. to S. H. Tromanhauser.

Jamestown, N. D.—A recent storm damaged the new eltr. under construction by the Star Eltr. Co. of Jamestown.

Langdon, N. D.—Jos. Powers and others have bot an option on a strip of land near the boundary line on which to build an eltr.

Logan, N. D.—We have sold our eltr. at this point to the Logan Farmers Eltr. Ass'n.—W. H. Gooch, pres. Minnekota Eltr. Co.

Fessenden, N. Dak.—An eltr. is being built here for the Victoria Eltr. Co. of Minneapolis. The contractors are Moulton & Evans.

Wimbledon, N. D.—Theo. Witte, who has been mgr. for the Northland Eltr. Co. at Kramer, has been transferred to this place.

Milton, N. D.—The St. Anthony & Dak. Eltr. Co. will not open its eltr. here this fall according to an agreement with the Northwestern Eltr. Co. to keep its houses closed at Osnabrock and Langdon.

Barney, N. D.—The Lyon Eltr. Co. has opened the eltr. it recently bot of the Ceres Eltr. Co., with E. E. Bailey as grain buyer.

Arvilla, N. D.—Farmers Eltr. Co. incorporated by W. G. Williams, James McHarry and John Connolly; capital stock, \$10,000.

Taylor, N. D.—Farmers Eltr. Co. incorporated by P. J. McGraw, H. C. Stoen, Fred Madson and others; capital stock, \$10,000.

Anamoose, N. Dak.—An eltr. is being erected here by the Victoria Eltr. Co. of Minneapolis. The contract was given to Moulton & Evans.

Rolette, N. D.—Marion Edwards has sold the eltr. operated by the Farmers Exchange to farmers in this vicinity, who are organizing a company.

Kuroki sta., Westhope p. o., N. D.—E. A. Borsheim is pres. of the recently organized farmers' company, that is considering purchasing an eltr.

Adams, N. D.—Farmers Eltr. Co. incorporated by H. E. Braum and G. H. Hagen of Adams and A. G. Bylin of Norton, N. D.; capital stock, \$50,000.

Mantador, N. D.—I am now with the Osborne-McMillan Eltr. Co., after having been with Bingham Bros. at Seaforth, Minn., for 3 years.—W. F. Benz, agt.

Sawyer, N. D.—L. A. Byington will buy grain for the Farmers Co-op Ass'n this fall. He comes here from Johnstown, where he had valuable experience in grain buying.

Grandin, N. D.—George Dean has succeeded Frank Emery, resigned, as local agt. for the Minn. & Northern Eltr. Co. Mr. Emery has taken a position at the lumber yard.

Chaseley, N. D.—If the Regan & Lyness Eltr. Co. of Fessenden, N. D., can get a suitable site here on which to erect an eltr. it will build one in time to handle grain this fall.

Sweetbriar, N. D.—Sweetbriar Farmers Eltr. Co. incorporated by Jacob Vogel, Stephen Sturn and Phillip Laudeis of St. Vincent, N. D., and others; capital stock, \$25,000.

Ives sta. Rhame p. o., N. D.—The Western Lumber & Eltr. Co., with headquarters at Bowman, will build a 30,000-bu. eltr. at this station on the new branch of the Milwaukee.

Upham, N. D.—Henry McDonald has succeeded Joe Wick as local agt. for the Imperial Eltr. Co. Mr. Wick resigned to buy grain at the new eltr. of the Upham Farmers Eltr. Co.

Saunders sta., Wild Rice p. o., N. D.—The Saunders Farmers Eltr. Co. incorporated by Mons Berald and Evan Melby of Wild Rice and John Steen of Fargo; capital stock, \$6,000.

Stanley, N. D.—We have bot the eltr. here of the Andrews Grain Co. and will put in a feed mill and handle wood and coal in connection with our eltr. business.—Arnold Bros., H. J. A.

Towner, N. D.—We are building an up-to-date eltr. of 30,000 bus. capacity at Milroy, N. D., a siding located between this place and Bantry.—F. H. Ellis, gen'l supt. Imperial Eltr. Co.

Ambrose, N. D.—The Farmers Co-op Eltr. & Trading Co. has been organized with C. W. Marsland pres. and W. M. Drennen sec'y. The new company is considering taking over the eltr. property here of the Homestead Eltr. Co.

Buttville, N. D.—The Farmers Eltr. Co. has been incorporated by Ole Christianson of Enderlin, N. D., Jacob Walters and Erick Gunderson of Sheldon and others; capital stock, \$10,000.

Sawyer, N. D.—We have purchased the eltr. of the Sawyer Independent Eltr. Co. and have not re-sold it to the Logan Farmers Eltr. Ass'n, as erroneously reported.—W. H. Gooch, pres. Minnekota Eltr. Co.

Valley City, N. D.—I am still with the Occident Eltr. Co., having exchanged places with S. J. Epler, the former agt. here, who took the eltr. at Bisbee, I desiring to move down here on account of schools.—L. J. Swanson.

Ryder, N. D.—The Farmers Equity Eltr. Co. incorporated by Henry Snippen, P. F. Erb and others; capital stock, \$15,000. James Shea is pres. and M. Paulson sec'y of the new company, which has bot the eltr. of the Osborne-McMillan Co. for \$4,500.

Blaisdell, N. D.—The newly organized Blaisdell Farmers Eltr. Co. has been incorporated for \$10,000 by Joseph H. Sherman and Andrew G. Gandrud of Donnybrook and others. P. R. Kringen is pres. and Ole Benson, sec'y. The company intends to build.

Crosby, N. D.—Farmers in this vicinity have organized under the name of the Farmers Co-op Eltr. & Trading Co. and have let the contract to Honstain Bros. Co. for the erection of a 35,000-bu. eltr. C. F. Holbrook is pres. of the new company and John Porath sec'y.

Agate, N. D.—We are building an up-to-date eltr. here to be completed by Sept. 1; capacity, 40,000 bus. Will install a 15-h.p. Otto engine, and a Fairbanks-Morse Automatic Scale. S. A. Sorben of Tolley will be the agt.—N. G. Nelson, agt. Farmers Eltr. Co., Bisbee, N. D.

Devils Lake, N. D.—L. A. Stevens, who bot the eltr. of Winter & Ames Co. last June and operates it under the firm name of the Stevens Grain & Fuel Co., came here from Bristol, S. D., where he had been agt. for the Chilson Grain Co. for several years.—M. W. Moore, Oldham, S. D.

McHenry, N. D.—Hammer-Halverson-Beier Eltr. Co. has raised its eltr. 18 ins., put in concrete foundation, installed a manlift and automatic shipping scale. Mr. Chambers has taken W. H. Beacham's place at the Great Western Eltr. Paul Engstrom has been succeeded by his brother, H. H. Engstrom, as buyer for Horn, Nicoll Eltr. Co. F. R. Cruden has begun a new eltr. on the site of the one burned, capacity 20,000, and a mill of 15,000 bus. capacity. I have severed my connection as buyer for the Farmers Eltr. Co. and have accepted a position as traveling agent with Grettum & Swanston of Duluth.—H. C. Barber.

## OHIO.

Ada, O.—O. M. Abt is a scoop shoveler.

Eldorado, O.—A. W. S. Locke is building an eltr.—Harry W. Kress, Piqua, O. Shelby, O.—Douglass & Tracht will build an eltr. of 10,000 bus. capacity here.

Naomi, O.—Frank Bartlett and Charles Turney have bot the eltr. at this station.

Fletcher, O.—Patty & Coppock have purchased a No. 5 Ohio Corn and Grain Cleaner.

Columbus, O.—The Ohio State Fair, one of the biggest affairs of the kind, will be held Aug. 30 to Sept. 3 at this city.



Ashland, O.—I have sold my plant at Xenia, O., to McFadden Bros. and have retired from the grain trade for one year.—E. L. Greeley.

Plain City, O.—C. C. Taggart has purchased a No. 2 Ohio Fan Discharge Corn Sheller, and will also make other improvements in his eltr.

Carrothers, O.—The eltr. of Friedley & Buchman which has been in the hands of a receiver was sold at forced sale to T. J. Friedley for \$4200.

Chickasaw, O.—The Chickasaw Grain & Milling Co. has made extensive improvements in its eltr., the equipment being furnished by The Philip Smith Mfg. Co.

Lebanon, O.—The Modern Mill & Eltr. Co. has been incorporated with capital stock of \$15,000. The incorporators are T. M. Estes, E. N. Hundly and J. A. Kelly.

North Lewisburg, O.—The eltr. of the Dillon Gr. Co. burned Aug. 16 with loss of \$5000 on building and more than that amount on contents. Insurance on building, \$3000.

Bowling Green, O.—W. T. Wilford of this city has been making some extensive repairs in his eltr. The new machinery equipment was furnished by the Union Iron Works.

Cincinnati, O.—W. D. Klausman, charged with operating a bucket shop in this city, was found guilty. The penalty is a fine of not less than \$200 nor more than \$500.

Cecil, O.—We have bot the Cecil and Knoxdale, O., eltrs. of the Farmers' Gr. Co. of Paulding, O., and have begun operating them.—Square Deal Eltr. Co., A. M. Courtwright, mgr.

Ohio City, O.—We bot the eltr. here of E. C. Fisher and will move same to Schumm, O. We will put in a new sheller and cleaner and make other changes and improvements.—Behymer Bros., Rockford, O.

Burbank, O.—Charles N. Zimmerman, grain merchant and wool buyer of this city, has disappeared and it is feared he has met with foul play. He started for Altoona, Pa., about July 25 with \$7000 in his possession, since which nothing has been heard from him.

Toledo, O.—Frank I. King, the well known grain receiver, is mentioned by his friends, who are legion, as a candidate for governor of Ohio. Mr. King is very popular and has had experience in public office, but so far has waived aside the suggestions that he accept the nomination for governor.

Toledo, O.—Charles B. Jenkins has resigned as sec'y of the Ohio Millers State Ass'n and taken the management of the Noblesville Milling Co., Noblesville, Ind. The Ohio Millers will give a farewell dinner to him in this city Saturday night, Aug. 28. Mr. Jenkins is very well known in both the grain and milling trades and the best wishes of a host of friends follow him to his new field of activity.

## OKLAHOMA.

Billings, Okla.—Dan Neil has succeeded D. K. Sterrett.

Hunter, Okla.—Dan. Neil has bot the eltr. here of D. K. Sterrett.

Prague, Okla.—J. H. Shaw's eltr. burned last week. Loss \$10,000.

Ryan, Okla.—W. W. Brunskill of this place has installed a Western Pitless Sheller.

Chickasha, Okla.—J. E. Farrington & Co. have just installed a Western Warehouse Sheller.

Alva, Okla.—The Northwestern Oklahoma Grain Co. has opened an office here with J. E. White mgr.

Waurika, Okla.—H. W. Cole has recently improved his eltr. by installing a Western Pitless Sheller.

Calumet, Okla.—Wirt & Lyons of this place have recently installed a Western Sheller and Gyration Cleaner.

Oklahoma City, Okla.—The Hanna Grain Co. has been incorporated by Jas. J. Hanna, Thos. Campbell and R. S. Rowland.

Okarche, Okla.—The Farmers Co-operative Ass'n of this place has recently installed a No. 2 Western Warehouse Sheller.

Lindsay, Okla.—The Chickasha Mfg. Co. of Chickasha, Okla., will erect a large warehouse and office here. An eltr. is to be built next year.

Enid, Okla.—A general meeting of the Ass'n was held here Aug. 14 to discuss the distribution of seed wheat.—C. F. Prouty, sec'y Oklahoma Gr. Dealers' Ass'n.

Kingsfisher, Okla.—Flickinger & Worl have sold their feed and flour store to Burnett & Carpenter of this city. The former will devote their entire time to their alfalfa mill.

Checotah, Okla.—The Checotah Mill & Eltr. Co. has been incorporated with capital of \$10,000. Directors are Evan Anderson, Ottawa, Kan., W. M. Staley and Grace G. Staley of Checotah.

Oklahoma City, Okla.—We intend building an eltr. in this city in the next few months, as soon as we can get proper terminal facilities. It is our intention to build a modern receiving house at that time.—J. H. Pruitt Grain Co.

Byron, Okla.—Some improvements are contemplated by us in the eltr. we have purchased of Kramer Bros. at this station. These will include the addition of a hopper scales and an ear corn crib.—Cherokee Mill & Eltr. Co., Cherokee, Okla.

Frederick, Okla.—In the Oklahoma news we note an article from Frederick, Okla., stating that A. P. Hughes, from Plano, was figuring on erecting an alfalfa mill at that place. The party referred to there is A. P. Hughston, one of our firm; but at present we will not put in an alfalfa mill, but are erecting an up-to-date corn shelling plant and expect to be ready for operation by Sept. 1.—Hughston Gr. Co., Plano, Tex.

Enid, Okla.—At our meeting held in Oklahoma City Aug. 7 it was the unanimous opinion of all present that a united effort should be made with reference to furnishing the farmers of Oklahoma with new seed wheat. Upon investigation we find that northwestern Oklahoma has produced a quality of Turkey hard wheat, a large portion of which is grading No. 1, at both Kansas City and in Texas. It is this grain which we would recommend the dealers to secure in order to furnish it to the farmers for this fall's planting. The best quality of this wheat may be found in Alfalfa, Major, Woods and Woodward counties, along the lines of the Orient, Rock Island, Frisco and Santa Fe railroads. We would suggest that the millers and grain dealers at each local station unite in the distribution of this seed and that it be furnished the farmers at its actual cost.—C. F. Prouty, sec'y, Okla. Gr. Dealers Ass'n.

Baltimore, August 5th, 1909.

## TO SHIPPERS: AGAIN THE FIRST CAR

of new oats from the West to reach Baltimore was received by us.

This car arrived here late in the afternoon of August 4, and was officially graded 3 white Oats on the morning of August 5th.

These oats weighed 29 lbs. to the measured bushel and were consigned to us by a heavy shipper from the state of Indiana. We had this car of oats traced and hurried through to our city.

We received the first car of new western oats last season and the same arrived here on August 5th, 1908.

We are the **largest handlers of cash oats** in the city of Baltimore and would like to hear from you with a share of your business when making shipments this way.

**PROMPT, EFFICIENT  
SERVICE.**

**J. A. Manger & Co.,  
GRAIN**

**216-218 Chamber of Commerce  
Baltimore, Md.**

Ponca City, Okla.—D. J. Donahoe has sold his interest in the Ponca City Mfg. Co. to his partners and will give his entire time to the grain business. He has eltrs. at Newkirk, Bliss and Red Rock and it is possible he will remove to Newkirk.

Oklahoma City, Okla.—At a meeting held to discuss the project of a local Board of Trade the following directors were chosen: T. V. Topping, Buran House, D. C. Kolp, P. J. Mullen and R. H. Drennan. Mr. House was elected pres., R. H. Drennan, vice pres. and Major Moberly sec'y and treas. Quarters for the new exchange will be secured in a central location at an early date.

## OREGON.

Dufur, Ore.—The Wasco County Union Warehouse Co. of this place has been incorporated.

Portland, Ore.—Fred Muller, former sec'y of the Portland Board of Trade, is now sec'y-treas. of the Henrietta Milling Co., which is operating mills at Portland, Echo, Ore., and Wapato, Wash.

Portland, Ore.—The Campbell-Sanford-Henley Co., owner of several eltrs. in Washington, Oregon and Idaho, has purchased a controlling interest in the Martin dock property in this city, with a view to converting it into a modern grain warehouse.

Portland, Ore.—The threatened strike of the union dock grainhandlers in this city has been called off as a result of a conference between representatives of the union and the exporting houses of Bal-four, Guthrie & Co., the Portland Flouring Mills Co., and Kerr, Gifford & Co. The handling of grain on Portland docks will be resumed under a contract between the union and the employers exactly the same as the one which expired in April. The threatened strike was a serious menace to the grain exporting business of the city, as in case of a tieup of business here enormous shipments of grain would have been diverted to Puget Sound ports.

## PENNSYLVANIA.

Stoughtown sta., Walnut Bottom p. o., Pa.—The death of Cook Thrush, a well known grain dealer, is said to have been caused by swallowing a grain of wheat which lodged in his throat and sprouted there.—S. R. E.

Pittsburg, Pa.—Articles of incorporation have been filed at Dover, Del., for the McDonald Co., of this city, to buy, sell and deal in flour, grain, feed, etc. Incorporators are Duncan McDonald, Frank N. McDonald, J. L. Westenberger, A. D. Weekin, all of Pittsburg. Capital stock, \$25,000.

Pittsburg, Pa.—The Pittsburg Grain & Flour Exchange has leased rooms on the seventh floor of the Wabash bldg., at Liberty ave. and Ferry st. These rooms have an area of 1800 sq. ft. and will be partitioned and altered to meet the needs of the exchange. Leases for rooms in the same bldg. have also been delivered to the following members of the exchange: C. A. Foster, B. M. McCracken, Austen Bros., Herb Bros. & Martin, J. W. Smith & Co., Hardmen & Heck, Geidel & Dickson and reservations are being made by other grain dealers and brokers. In all 25 rooms will be used by the exchange and its members. Possession will be given April 1, 1910. The leases are for five years and aggregate \$20,000.

## PHILADELPHIA LETTER.

The Klander Feed & Coal Co., with headquarters at Manayunk, is the latest acquisition in Commercial Exchange circles.

A midsummer excursion of the grain, flour, feed and hay men of the old style character is now being talked up and many on 'change favor the idea to take a day off on some holiday.

F. De Sales Dundas, with headquarters at 811 Perry bldg., representing a large western milling concern, and Richardson Bros., feed, grain and flour brokers, 434 Bourse, are new members of the Commercial Exchange.

D. J. Sullivan, formerly with Hancock & Co., and later with S. F. Scattergood & Co., will, from Aug. 16, be connected with us and will give his personal attention to our western grain and feed brokerage accounts.—Wm. P. Brazier.

Samuel C. Woolman, nestor of the Commercial Exchange, led the action of the special committee which formulated the new uniform grain commission rates which took effect Aug. 22. A provision was made to allow other rates that were higher than the code by special agreement between receivers and patrons.

The bumper grain crops, with the dry weather question about settled, receivers here are apprehensive of the usual car shortage, a condition which follows a great yield. One grain broker here remarked there never would be much relief in transportation until the aeroplanes got good and busy.—S. R. E.

## SOUTH DAKOTA.

Tyndall, S. D.—Farmers have organized to build an eltr.

Artas, S. D.—George Kusler is considering building an eltr.

White, S. D.—Walter Wohlheter will buy grain for E. A. Brown.

Loomis, S. D.—Andrew McDowell will be mgr. for the Farmers Eltr. Co.

Pierpont, S. D.—Eli Stearns will buy grain for the Columbia Eltr. Co.

Volin, S. D.—John Alder has charge of the eltr. of the Reedy Grain Co.

Bristol, S. D.—Frank Riley has charge of the eltr. of the Chilson Grain Co.

Sherman, S. D.—Chas. Hanson will be grain buyer for the Duluth Eltr. Co.

Fort Pierre, S. D.—Work has begun on the new eltr. of H. C. Ostendorf.

Howard, S. D.—Peter Grasser has taken charge of the eltr. of Frank C. Smith.

Houghton, S. D.—The Atlas Eltr. Co. is preparing to build a 30,000-bu. eltr here.

Hoven, S. D.—M. C. Duffin will buy grain here this year for the Hawkeye Eltr. Co.

Saranac sta., Madison p. o., S. D.—Dell Loucks will manage the eltr. of E. A. Rippe.

Hartford, S. D.—The 3-bin addition to the eltr. of A. H. Betts is about completed.

Chester, S. D.—Henry Bros. have leased the eltr. of the Reliance Eltr. Co. for the season.

Bancroft, S. D.—Andrew Mears has purchased the eltr. of the Northwestern Eltr. Co.

Riverside, S. D.—Lee & Prentiss are having an eltr. built for them by Anton Antinson.

Labolt, S. D.—The Farmers Grain & L. S. Co. has let the contract to Albert Lund for the erection of an addition to its 20,000-bu eltr.

Canton, S. D.—The Hunting Eltr. Co. is having its eltr. remodeled. It will install a gasoline engine and discontinue the horse power.

Crandall, S. D.—C. A. Sarkland will buy grain here this season for the Eagle Mfg. Co.

Webster, S. D.—The Webster Farmers Grain & Fuel Co. has been incorporated for \$25,000.

Rudolph, S. D.—G. E. Bartholomew will be grain buyer for G. W. Van Dusen & Co. this season.

Rockham, S. D.—Chas. E. Erickson has succeeded Mr. Mack as agt. for the Eagle Roller Mill Co.

Twin Brooks, S. D.—E. M. Harper has been employed as mgr. at the eltr. of the Miller Eltr. Co.

Lake Preston, S. D.—D. McKinnon will remodel the grain house he recently purchased into an eltr.

Armour, S. D.—John Sluiter, who has been agt. for Leroy Booher, will build an eltr. here for him.

Wallace, S. D.—The Minneapolis Grain Exchange has bot the eltr. of A. J. Rieger and will repair it.

Cottonwood, S. D.—G. W. Van Dusen & Co. have the material ready for the erection of a new eltr.

Lebanon, S. D.—Jos. Ruddy will buy grain for the Western Eltr. Co. that closed its house here last fall.

Okaton, S. D.—F. E. Van Zee and P. J. Hemert have been here to let the contract for the eltr. they will put in.

Hurley, S. D.—The Farmers Co-op. Eltr. Co. is having its house overhauled and remodeled by the W. N. Claus Co.

Henry, S. D.—J. H. Ralph has bot the eltr. of G. W. Van Dusen & Co.—H. H. Parliament, mgr. Farmers Union Eltr. Co.

Mahon sta., Aberdeen p. o., S. D.—The Security Eltr. Co. of Minneapolis has begun the construction of a 20,000-bu. eltr. here.

Doland, S. D.—The Ry. Co. has granted a site to the Farmers Eltr. Co. for the 50,000-bu. eltr. it will have C. H. Benson build.

Emery, S. D.—O. Schneider has taken the management of the eltr. Hofer & Walter bot a few months ago of P. T. Fissel.

Brentford, S. D.—The South Dak. Farmers Eltr. Co. has bot the eltr. here of W. A. McCaughey.—A. Lewis, Conde, S. D.

Ramona, S. D.—Peter Hampton has taken over the eltr. of W. I. Thompson on a trade and will retain C. Schwartz as buyer.

Ashton, S. D.—The new 30,000-bu. eltr. of the Ashton Eltr. Co., a farmers company, increases its storage capacity to 40,000 bus.

Peever, S. D.—Victor Johnson has been engaged to buy grain for the J. A. McKeever Co.; and P. Ildvad at the eltr. of C. J. Rice.

Woonsocket, S. D.—Will Shanley opened the eltr. of the Akron Grain Co., Aug. 10, and will buy grain for that company this season.

Presho, S. D.—I am mgr. of the Lyman County Farmers Eltr. Co. I resigned as agt. for the L. J. Button Eltr. Co., Inwood, Ia.—W. P. Ladd.

Stratford, S. D.—By the purchase of the eltr. of the Hawkeye Eltr. Co., the Ferney Farmers Eltr. Co. now owns two eltrs. at this point.

Armour, S. D.—The Donahue Grain Co., just organized, has bot the eltr. of Geo. L. Chesley. W. C. Donahue will have charge of it.



Sitka, sta., Selby p. o., S. D.—J. G. Brady has begun a new eltr. here, which he expects to have completed in time to handle the fall grain.

Midland, S. D.—G. W. Van Dusen & Co. have let the contract for the erection of an eltr. here to be ready for operation when the crop begins to move.

Virgil, S. D.—The S. F. Anderson, Lbr. Co. of Mitchell, S. D., has let the contract to W. N. Claus for the erection of a 30,000-bu. grain eltr. at this point.

Lennox, S. D.—The Fritzon Grain Co. of Sioux City, Ia., is having the Younglove Const. Co. build an eltr. on a siding between this point and Davis, S. D.

Wakonda, S. D.—T. H. Diefendorf has succeeded J. B. Kuhler as mgr. for the Reedy Grain Co. Mr. Kuhler's poor health compelled him to stop work.

Colton, S. D.—The Cedar Rapids Grain Co. has leased the eltr. of J. C. Schmidt for a year. Mr. Schmidt has gone to Idaho for his health.—Peterson Land Co.

Britton, S. D.—We have about 140 stockholders and handled about 304,000 bus. of grain thru our eltr. here last season.—F. P. Creaser, mgr. Farmers Co.-op. Grain Co.

Flandreau, S. D.—M. A. Davis bot the eltr. of F. J. Mead at public auction for \$5800. Mr. Mead is insane and his estate is in receiver's hands under bankruptcy proceedings.

Aberdeen, S. D.—The M. T. Shepherdson Grain Commission Co. has taken over the wire and local business W. H. Dickinson & Co. of Minneapolis recently opened here.

Thomas, S. D.—I have sold the eltr. of A. J. Rieger to McBeth & Selner of Watertown, S. D.—Charles E. McKinney, trustee of the estate of A. J. Rieger, Sioux Falls, S. D.

Seneca, S. D.—The contract for the eltr. to be erected here for the newly organized farmers' company has been let to W. N. Claus Co. Capacity of the house will be 35,000 bus.

Volin, S. D.—The Fritzon Grain Co. of Sioux City, Ia., has let the contract to the Younglove Const. Co. for the erection of an eltr. on a siding of the G. N. Ry. between this place and Irene.

Burch, S. D.—We will operate the eltr. we recently bot here of the St. Anthony & Dakota Eltr. Co. as a branch house of our eltr. at Britton, S. D.—F. P. Creaser, mgr. Farmers Co.-op. Grain Co., Britton, S. D.

Watertown, S. D.—J. F. McCarthy has opened a branch office for W. H. Dickinson & Co. of Minneapolis. He has had charge of the business at Aberdeen, that firm recently sold to the M. T. Shepherdson Grain Co.

Oldham, S. D.—I am now agt. for E. A. Rippe. I came here from Devils Lake, N. D., where I was employed by the Winter & Ames Co. before that firm sold to the Stevens Grain & Fuel Co. last June.—M. W. Moore.

Conde, S. D.—The firm of Lewis & Fridley, composed of myself and J. K. Fridley, was dissolved Aug. 5. Mr. Fridley retired and I took full control and ownership and have assumed all obligations of the firm.—A. Lewis.

Amherst, S. D.—The Farmers Co.-op. Grain Co. has bot the eltr. here of the Cargill Eltr. Co. and has employed C. Pennell as grain buyer and mgr. Carl Kjelmyr has bot the eltr. of A. A. Truax and is his own buyer and mgr.—Farmers State Bank.

Northville, S. D.—The cupola of the eltr. of the Eagle Roller Mill Co. was struck by lightning during a recent storm. The bolt ran down the loading chute into the ground, with slight damage, a hole in the cupola being the only evidence of its presence.

Wallace, S. D.—The bankruptcy case of Arthur J. Rieger, who owned a string of eltrs., has finally been settled. It has been up before at different times, but the creditors scattered over the Northwest could not agree on a division of the available cash. The trustees found assets amounting to \$98,200, with liabilities of about \$192,000. Creditors will receive 30 to 35% of what they loaned Mr. Rieger.

## SOUTHEAST.

Hattiesburg, Miss.—The undersigned have succeeded the firm of Butler, Miller & Russell in this city.—Butler, Mays & Russell.

Maben, Miss.—A large building for storing flour, hay, cotton seed, hulls, grain and other feedstuffs is being erected here by J. A. Williams.

Richmond, Va.—The large grain eltr., on the wharf, which was erected many years ago, but which did not prove a success, is being razed. The property belongs to the Atlantic Coast Line Railroad Co.

## TENNESSEE.

Nashville, Tenn.—The business of the Kendrick-Roan Grain & Eltr. Co. is being wound up under the bankrupt law.—E. C. Hawkins, receiver.

Nashville, Tenn.—The American Grain Co., incorporated; capital \$5000. It will do a wholesale hay and grain business. Incorporators: J. F. Beck, J. B. Lento, B. A. Laughlin, A. D. Gibson and F. L. Maddox.

Nashville, Tenn.—The Fidelity Investment Co. has been chartered in this county, with capital stock of \$50,000, to own and operate flour mills and do a general grain and mill product business. The incorporators are: H. H. Mayberry, R. W. McLemore, J. A. Pitts, R. A. Bailey and R. A. Bailey, Jr.

Nashville, Tenn.—Blue-eyed corn, which has given the millers of this section no end of annoyance for several weeks, is about to disappear now and most of the corn coming in is of very good grade. For a while practically all the corn received here was damaged materially, but this lasted only a few weeks. Many shipments were rejected, but little was returned north, the major portion being rehandled by brokers and forwarded to the Southeast.—W.

Nashville, Tenn.—The petition of the local grain men for a modification of the recent order of the Interstate Commerce Commission regarding the abolition of milling-in-transit privileges and elevation charges has been granted by the commission. The modification consists of an extension of time until January, 1910, when the order is to become effective, instead of September 1, 1909. Final revocation of the order is hoped for by the grain men thru an appeal to the courts.

Memphis, Tenn.—The Merchants Exchange has joined with the Cotton Exchange in forming a building company to erect an 18-story steel, brick and stone building to occupy the present site. The cost of the structure will be \$850,000 and it will contain about 400 rooms. The exchange halls will be on the second floor.

## CYCLONE BLOW PIPE CO.

IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

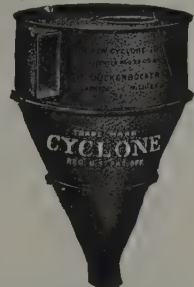
High and Low Speed Systems.

70-86 West Jackson Boul. CHICAGO, ILL.



(Patented)

"The velocity of air on the suction side of the fan is always greater with the 1905 Cyclone Collector, due to its lower resistance and consequent greater air handling capacity."—The Mechanical Engineering Dept., University of Michigan.



The  
NEW CYCLONE  
"1905"

Manufactured exclusively  
by

The Knickerbocker Company  
Jackson, Mich.

## IF YOU WANT

regular country shippers  
to become familiar with  
your firm name, place  
your "ad" here :: ::

The old buildings will be torn down this year. Much credit for bringing all factions together in the long desired improvement is due S. Tate Pease, pres. of the Merchants Exchange.

### TEXAS.

Tipton, Tex.—An eltr. of 15,000 bus. capacity is being erected here by the P. H. Pelkey Const. Co. for the Wichita Falls Mill & Eltr. Co.

Bay City, Tex.—The Bay City Rice Mfg. Co. has filed an amendment to its charter increasing its capital stock from \$75,000 to \$100,000.

Blessing, Tex.—The Blessing Warehouse & Eltr. Co. has been incorporated with a capital stock of \$10,000. Incorporators: F. G. Cobb, A. B. Pierce and D. W. Kesler.

Gainesville, Tex.—J. O. A. Whaley, founder of the Whaley Mill & Eltr. Co., died Aug. 11. Mr. Whaley has long been a prominent figure in southwestern milling circles.

Quanah, Tex.—W. M. Shook and associates of Alton, Ill., contemplate building an alfalfa mill and eltr. here. Local capitalists are back of the project and it appears that the plant will be designed to manufacture not only alfalfa feed stuffs but also milo maize and kafir corn products. The plant, if erected, will mean an outlay of about \$30,000.

Sherman, Tex.—I. R. Bobbitt of Louisiana has bot the stock of Mrs. J. P. Harrison in the Pittman & Harrison Co. The management of the company henceforth will be vested in Dick O'Bannon and Emile Benzel, both of whom have been with the company for many years. Steps will be taken to increase the capital stock from \$30,000, the present figure, to \$50,000.

Dallas, Tex.—It becomes my sad duty to announce the death of J. F. Edwards, for many years an honored and prominent member of our ass'n, who died at his residence in Dallas Aug. 16. For many years Mr. Edwards has been engaged in the grain brokerage business at Dallas, and by his energetic work and high standing as a grain man had built up a very successful and profitable trade. It is the purpose of Mrs. Edwards to continue the business.—G. J. Gibbs, Sec'y Texas Gr. Dealers Ass'n.

### WASHINGTON.

Pine City, Wash.—James Gordon has completed a grain warehouse.

Mansfield, Wash.—The Mansfield Eltr. & Warehouse Co. has been incorporated for \$12,000.

Goldenville, Wash.—The Klickitat Farmers Union Warehouse Co. has been incorporated.

Rosalia, Wash.—The O'Neil Grain Co. has leased the warehouse of Stone & Menli. G. F. Whitsel is mgr.

Othello, Wash.—Two grain warehouses are being erected here—one by McDonald & McBean, the other by the Farmers Co-operative Grain Co.

Seattle, Wash.—Balfour, Guthrie & Co. have removed their headquarters from Tacoma to Seattle by reason of their greater shipping interests centering at this port.

Washituna, Wash.—The Snyder Mercantile Co. of this place has gone into the grain business, having purchased the warehouse of the Farmers Grain & Supply Co. and commenced construction on another warehouse, 50x150, in the same town.

Lind, Wash.—McDonald & McBean, grain dealers, represented by Mr. Robinson, have established offices here. The company has several warehouses on the Milwaukee line out of Lind.

Olympia, Wash.—The state railroad commission on Aug. 25 hands down its decision on the petition by W. R. Cunningham and hundreds of grain growers for a reduction in the rates on wheat from Adams County to Puget Sound. The petition was filed several years ago.

Smith Cove, Wash.—The Great Northern eltr. here has been released by Balfour, Guthrie & Co. of Seattle. The lease will extend for another year, dating from July 31. Some improvements are being made to the property, which will be completed in time to receive the new wheat crop.

Reardan, Wash.—This company was organized by farmers only for the purpose of handling their own grain and to buy and sell all kinds of grain. We purchased the eltr. and warehouse of the old Farmers Grain & Supply Co. This is the only place where we do business.—G. S. Warren, mgr. Reardan Union Grain Co.

Tacoma, Wash.—William Jones, pres. of the Jones-Scott Co. of this city, is authority for the statement that after the trains of the Union Pacific begin running to Tacoma part of the grain handled thru Portland by his company will be diverted to Tacoma. The dealings of the Jones-Scott Co. are especially heavy in the Walla-Walla district.

Spokane, Wash.—Farmers east of the mountains are dissatisfied at the rates announced by the warehouse men for the storage of wheat. The charges are 50c per ton for the first 30 days and 10c per ton a month afterward. Last year they were 75c a ton until the first of the year. Last spring it was announced the rate would be 50c a ton, storage charges to be determined later. The announcement shows the price to be at least 80 or 90c a ton until the first of the year. The independents last year charged but 50c and claimed to have made money.

Garfield, Wash.—The state railway commission has cited the Interior Warehouse Co. and S. A. Manring of Garfield, former manager at Garfield for the Interior Co. and at present lessee of the house at this point, to appear before the commission to show why an order should not issue against the O. R. & N. Co. compelling the removal from the right of way of the warehouse now controlled by Manring. It is alleged by the citizens of Garfield that the building in question is a menace to public safety inasmuch as pedestrians and drivers of teams cannot obtain a view of approaching trains until within four feet of the rails.

Spokane, Wash.—At a meeting of the Farmers Educational and Co-operative Union of the Inland Empire held in this city, Aug. 10, it was decided to make a charge of 50c a bu. for storing grain, a cut of from 50 to 100 per cent under charges made at Tacoma and Portland. The union claims to have 10,000 members and to control 200 warehouses of 15,000,000 bus. capacity in eastern Washington and northern and central Idaho. Since the movement was started by the union to gain control of warehouses, with the intention of reducing charges, eltrs. and warehouses have been bought, built or leased in 100 towns in eastern Washington and the Panhandle counties of Idaho. These will have an aggregate capacity sufficient to handle 40 per cent of the crop this year.

Walla Walla, Wash.—H. H. McLean, who has been elected pres. of the Farmers union here, will act as agent for the union in disposing of its grain. He has already made a trip to Tacoma, where he went to make arrangements with the big coast grain buyers for disposing of the grain received at the local office. He succeeded in getting in touch with all the leading buyers, both independent and line companies. Mr. McLean had not heard of the rise in warehouse rates of the Puget Sound Warehouse Co. and the Pacific Coast Eltr. Co. until his arrival in Walla Walla. He declared the farmers would not stand for the advance, as the rate would be even worse than last year. Instead of storing it in these warehouses, Mr. McLean declared, the farmers will either leave their grain in the field or ship immediately. It is generally asserted in this district that the farmers will turn all their patronage to the eltrs. and warehouses of the Farmers union, even tho they may not be members.

Pullman, Wash.—The Pullman Union Warehouse Co., the newly organized farmers union of this city, has leased four warehouses from the Kerr-Gifford Co located at the following points in this state: Pullman, Busbey, Kitzmiller and Whelan. The Farmers Union at Johnson has incorporated for \$2,500 and will take the Johnson warehouse, leased from the Kerr-Gifford Co. and manage it separately. The farmers will charge 50 cents a ton for handling the grain. It is claimed by the farmers union that the fact that the union went into the warehouse business extensively in eastern Washington and northern Idaho is responsible for the warehouse charges being reduced from 75 cents to 50 cents. In fact, it is claimed by some that arrangements had been made by what is known as "the warehouse combine" to advance the rates this year to 90 cents a ton.

### WISCONSIN.

Delavan, Wis.—I have a 40,000-bu. eltr. here.—Isaac S. Loomer.

Marshfield, Wis.—Our eltr. capacity at this point is 31,000 bus.—Sparr Cereal Co.

Hartford, Wis.—The eltr. capacity of the Portz Bros. Malt & Grain Co. is 80,000 bus. instead of 50,000 as listed.

Lena, Wis.—The eltr. capacity of N. C. Netzer at this station is 45,000 bus. instead of 100,000 as listed.—J. N. Bassett.

Lodi, Wis.—The recently organized Lodi Grain Co. has its new eltr. and warehouse completed by the Younglove Const. Co.

Strum, Wis.—I will probably install some cleaning machinery in the eltr. I recently bot from the Western Eltr. Co.—T. M. Olson.

Wausau, Wis.—The new eltr. of the Northern Milling Co. has been put into commission. Its up-to-date equipment includes an automatic eltr.

Manitowoc, Wis.—John Short, a former employee of the Northern Grain Co., who left soon after that company was taken over by the Western Eltr. Co., will return to this place to take a position with the Northern Eltr. Co.

Hixton, Wis.—We began the work of remodeling our warehouse into an eltr., Aug. 16. We have all the machinery bot and on the ground. When finished our eltr. will have a capacity of 9000 bus.—Farmers Grain & Merc. Ass'n.



Cylon, Wis.—The American Society of Equity will operate a flat house here this fall and may build a grain eltr. P. J. Stevens has been elected grain buyer.

Denmark, Wis.—Kriwanek Bros. have let the contract to the Younglove Const. Co. for the construction of an up-to-date eltr. Howe Scales and a Clipper Cleaner will be installed.

Hortonville, Wis.—The eltr. property Jacob Miller recently purchased of the Western Eltr. Co. will be operated under the name of the Miller Grain & Fuel Co.—L. P. Miller.

Manitowoc, Wis.—Fred Doersch, one of the oldest grain buyers in this vicinity, died here, Aug. 9, aged 80. He was cared for at the home of his nephew during his last illness.

Mondovi, Wis.—Mr. David Blume recently bot out the grain, flour and fuel business of the Mondovi Advancement Ass'n. His grain house has a capacity of 10,000 bus.—S. N. Knudson.

Forestville, Wis.—The Farmers Equity Society of Sturgeon Bay has leased the eltr. here of the W. W. Cargill Co. for a year and has retained me as buyer.—H. C. Perry, former agt. W. W. C. Co.

New Richmond, Wis.—M. R. Stephens, who entered the employ of the New Richmond Eltr. Co. some years ago and has steadily advanced, took charge of the eltr. here Aug. 9 as mgr. and treas.

Superior, Wis.—New dockage is being constructed at the East End in the vicinity of the big Peavey eltr., and rumor has it that these improvements are being made to provide a foundation for a new eltr.

## MILWAUKEE LETTER.

Memberships in the C. of C. are quoted at \$250 net to the buyer.

Mereness & Gifford have succeeded L. W. Gifford in the grain commission business.

The Wissbeck-Grunwald Co. incorporated; capital \$25,000; incorporators: Henry Wissbeck, Wm. H. Grunwald and Gerhardt P. Plischke.

The Glavin Grain Co. of Milwaukee has been incorporated with a capital stock of \$40,000 by Charles F. Glavin, Merton H. Potter and Ferdinand A. Geiger.

Directors of the Chamber of Commerce have decided to award a silver cup for the best sample of Odenbrucker barley shown at the National Corn Exposition at Omaha, Dec. 9 to 19.

Looks as if Milwaukee this year would resume its old place as the leading barley market of the country. In addition to all the malt houses that will be in operation, a new one is being built which will add to our consuming capacity.—C. F. Glavin.

All grain for inspection received over the C. & N. W. lines at Milwaukee is now being inspected in Layton park, having been transferred from the Madison yards, where inspecting was being carried on during the summer after having been moved from Chase yard owing to track elevation.

Members of the C. of C. are hereby notified that the Inspection Dept. has been authorized by the B. of D. to furnish official samples to all who may require them at 15c per car. The B. of D. also fixed the charge for sampling cars of grain outside of the inspection yards proper, or at points where inspectors are not located, at 30c per car.—H. A. Plumb, Secy.

August C. Henk, discoverer of the first mineral spring at Waukesha, and until five years ago a grain merchant and member of the Milwaukee Chamber of Commerce, died last week at the age of 62.

Application for membership in the C. of C. has been made by Saml. J. McCaul, Wm. F. Filter, Aug. C. Backus and Peter B. Getchell. Application for transfer of membership has been made by R. G. Butler, L. A. Bearman, A. F. Baekhaus and the estate of the late John F. Murphy.

Freight officials of the Milwaukee road held a conference here recently on the matter of a revision of the yard and switching tariffs. The road was recently requested by the state rate commissioner to revise its tariffs with relation to switching and yard service in order to comply fully with the requirements of the commission.

I think the estimate of 180,000,000 bus. of barley in the U. S. for 1909 is about right. The crop is spotted, and will range from 36 to 37 pound barley, or feeding grades, to the choice 50 pound malting barley. Wisconsin has about an average crop. There will be less barley mixed with oats this season. Last year the range of prices was only about a cent between the feeding and the malting barley. This year the range will probably be from 10 to 15c.—C. F. Glavin, Glavin Grain Co.

The Supervisors of Grain Inspection and Weighing have made the following regulation regarding the reinspection of grain: "The practice of changing inspection on the floor has been discontinued. No attention will be paid to calls for changing grade unless the printed form is used. The Inspection Dept. now has reinspection forms on hand. Whenever members desire to call for reinspection one of the forms must be used and filed at the inspection office before 12:30 p. m. in order to receive attention the same day."—H. A. Plumb, Secy.

The new crop is not moving very freely on account of recent rains. With any kind of favorable weather, the movement will be in full swing here within a week. New barley from the big barley section of Wisconsin has not commenced to move yet, as the farmers are acting indifferent about selling. There has been an advance so far of from 3 to 4c in the price of new barley, principally due to a good demand and light receipts. With any increase in receipts there is a possibility of lower prices.—D. G. Owen, Owen & Bro. Co.

Local dealers are now anxiously awaiting the "big movement" for the opening of another season with all its joys and sorrows in a business way. As yet, but only a little of the new stuff has found its way to this market, but the rush is expected to start soon. As is only natural, the fancy prices which have been paid during the past season and which are still fairly well represented, will no doubt suffer many falls when grain is once more plentiful, and whether the farmer will submit to any education along the lines of lower prices after having had a course of "High Prices," is a question. It will be interesting to see the show.—Slits.

## WYOMING.

Riverton, Wyo.—An eltr. of 60,000 bus. capacity will be erected here by the Wyoming Central Irrigation Co.

## GRAIN TRIERS

20TH CENTURY BRASS & MFG. CO.  
Minneapolis, Minnesota



## SCALE TICKET PASSER

**Schmitz's Scale Ticket Passer**  
prevents delays on busy days. No impatient drivers. Each ticket promptly passed to driver without leaving the scale beam. Will quickly pay for itself. Write now.

**J. A. SCHMITZ**  
2811 No. Hermitage Ave.  
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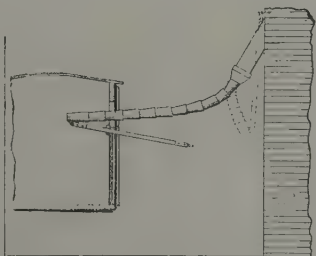
**You** Can not operate an elevator without scales and should not try to do so without

## KENNEDY CAR LINERS

to line car before loading. They insure against leakage in transit.

**MADE BY Fred W. Kennedy**  
SHELBYVILLE, IND.

## Handy Loading Lever



Pat. Pending

It saves climbing in and out of cars. It guides nozzle in any possible direction from outside. A rope fastened to outside end of lever holds nozzle in any position. Fits any spout. Send for further particulars.

**Stelter & Sweet, Rolfe, Iowa**

Carpenter, Wyo.—A movement is on foot to build a farmers' eltr. here.

Egbert, Wyo.—An eltr. will be erected here for the Egbert Lumber Co. of Denver by the P. H. Pelkey Construction Co.

Sheridan, Wyo.—J. D. Shaw, representing the M. C. Peters Mill Co. of Omaha, Neb., was here recently investigating the prospect for locating an alfalfa meal mill in this vicinity. It is intended that the local farmers become interested in the project in a financial way, probably to the extent of one-half of the capital stock.

## Supply Trade

Bargains won't tempt the buyer a second time if the goods didn't make good on the first sale.—*Mahin's Messenger*.

"In everything, the thing is born, which destroys that thing itself." Too much science in salesmanship destroys naturalness—the very foundation of selling.—*Piccolo*.

The advertisement should be laundered like a shirt. In some seasons the starch gives out quicker than others and in some places it gets soiled quicker; and then sometimes you need a new shirt.

We understand that B. D. Heck of the Philip Smith Mfg. Co., Sidney, O., is in Grand Rapids, Mich., under the doctor's care. His many friends in the trade wish him complete and early recovery.

To make what is called a business success in this world a man is required to do homage to many gods. But tho he pays the most devoted worship to the divinities of Thrift, Enterprise, Courage, Foresight, Calculation, he will surely fail should he omit his tribute to a greater god than these—Advertising!

It seems strange that we have no word in the English language to designate the greatest necessity for business success—Esprit de corps. The nearest approach is co-operation or get-together-boys. This element is of more importance than the average person would think, for in this age we are all dependent one on the other. The capitalist cannot succeed without labor, nor can labor long exist without capital; and this is also true in regard to trade journals, we need advertisers and advertisers need us. Let us co-operate.

George J. Noth, special sales agent for Barnard & Leas Mfg. Co., in an interesting letter to us states that contracts for mill and elevator equipment are coming his way very satisfactorily and that the corn shellers, cast iron elevator boots as well as wood elevator heads and boots are in great demand. He adds that the best of it is, his company is backing him up by making the right kind of mill and elevator machinery and filling orders promptly.

In a letter from the Hall Distributor Co. of Omaha, in which it transmits its advertisement, it tells us in reply to our inquiry, "They have never heard a single word except in praise of the 'Special.' It meets in every detail all our hopes for it. It will and does do all we say about it, as far as we know. We do not exaggerate a word." This is strong language and this concern evidently means to do what it says or it would not be so positive in its statements.

The International Harvester Co. of America has issued an interesting and instructive catalog which fully describes its I. H. C. Gasoline Engines. A copy will be mailed free to all Journal readers who inquire.

The Gump Co. has changed its advertisement in this issue and is announcing its new catalog of prices. It has been our pleasure to examine one of these books and it is as complete a list of the various kinds of materials needed by grain dealers as we have seen in some time.

W. H. Salisbury & Co. have sent us samples of their Rubber Filled & Covered Solid Woven Seamless Belting. These samples show very plainly several advantages of this method of manufacture, and we understand that this firm is willing to send similar samples to all users of belting. Everyone who has used rubber belts knows that when the rubber begins to separate in the plies the belt will go to pieces very fast, but this is practically impossible with the R. F. & C. Belting, as the web is woven in one solid piece.

The H. W. Johns-Manville Co. announces its Asbestos Roofing as a protection against fire as well as rain and snow. We have been looking up this subject since our issue of June 25, in which we announced that the mutual insurance companies were planning to raise the rates on shingle roof elevators and granaries and we find that all roofing manufacturers do not claim fire protecting qualities for their products. Even tho some have had their roofing passed by the insurance laboratories, yet they are only rated the same as shingle roofs. Asbestos has long been used as a protection against fire and the Johns-Manville Co. has performed a real and useful service in putting such a product on the market.

## Officers and Committees of National Hay Ass'n.

H. W. Robinson, pres., Greenspring, O.; Smith L. Young, 1st vice-pres., Lansing, Mich.; Cyrus H. Bates, 2d vice-pres., Boston, Mass.; J. Vining Taylor, secy-treas., Winchester, Ind.

Directors expiring 1910: C. J. Austin, New York, N. Y.; C. E. Noyes, Jackson, Mich.; C. S. Carscallen, Jersey City, N. J.; H. R. Hall, Sandoval, Ill.; W. S. Leavitt, Boston, Mass.

Directors expiring 1911: G. S. Loftus, Minneapolis, Minn.; C. H. Springer, Moravia, N. Y.; J. W. Beatty, Philadelphia, Pa.; Maurice Niezer, Ft. Wayne, Ind.; C. E. Nichols, Lowell, Ind.

Executive Committee: Maurice Niezer, Ft. Wayne, Ind.; C. E. Noyes, Jackson, Mich.; G. S. Loftus, Minneapolis, Minn.

Finance Committee: C. H. Springer, Moravia, N. Y.; J. W. Beatty, Philadelphia, Pa.; C. J. Austin, New York, N. Y.

Membership Committee: C. S. Carscallen, Jersey City, N. J.; C. E. Nichols, Lowell, Ind.; H. R. Hall, Sandoval, Ill.

Arbitration Committee: E. M. Wasmuth, chm., Roanoke, Ind.; E. A. Dillenbeck, New York, N. Y.; J. W. Beatty, Philadelphia, Pa.; J. Y. Stimmel, Payne, O.; E. C. Forrest, Saginaw, Mich.

## Reparation Allowed.

Reparation of overcharges and grain door expense has recently been allowed by the Interstate Commerce Commission to Goemann Grain Co., Kirwin Elevator & Shipping Ass'n, Redman, Magee & Co., John Mundt, Colorado Milling & Elevator Co. and S. S. Kerr, the two latter \$1,980 and \$1,045 respectively.

## Supreme Court Decisions

**Landlord's Lien.**—A landlord, who furnishes supplies to enable the tenant to make a crop, is entitled to a lien for the price thereof, and it is immaterial whether the tenant could or could not have made the crop without them.—*Ferniman v. Nowlin*. Supreme Court of Arkansas. 120 S. W. 378.

**Rights of Buyer of Grain.**—Where grain is sold, and a larger amount than is sold is set aside and designated for the purchaser, he has the right to make the separation, and the title passes, so that he may sue for the wrongful conversion of the grain, even before the separation has been made.—*Farmers Nat. Bank of Sheridan v. Coyner*. Appellate Court of Indiana. 88 N. E. 856.

**Addressee May Sue Telegram Co.**—The addressee of a telegram erroneously transmitted may sue in tort for damages resulting therefrom, provided the message was sent for the addressee's benefit, and such fact was known to the telegram company when it received the message for transmission.—*Anniston Cordage Co. v. Western Union Telegram Co.* Supreme Court of Alabama. 49 South. 770.

**Combustible Debris on Right of Way.**—The presence of dry grass, stubble, or other highly combustible debris upon a railroad right of way, rendering it probable that it will be ignited by ordinary sparks emitted from locomotives, is such negligence as will render the railroad company liable for damages from a fire so set out.—*Southern Ry. Co. v. Dickens*. Supreme Court of Alabama. 49 South. 766.

**Connecting Carriers—Injury to Freight.**—Where goods, received in good condition by the initial carrier, were delivered by the terminal carrier in a damaged condition, a prima facie case was established against the terminal carrier, and, in the absence of any proof to the contrary, it will be presumed that the damage was caused by its negligence.—*Atchison, T. & S. F. Ry. Co. v. Smythe*. Court of Civil Appeals of Texas. 119 S. W. 892.

**Stoppage in Transit.**—The transitus of goods for the purpose of exercise of the right of stoppage in transitu is not ended until there has been an actual or constructive delivery of the goods to the consignee, for so long as the goods are in the carrier's custody, whether as carrier or warehouseman, at destination, the right of stoppage may be exercised.—*In re New York H. F. G. Co. U. S. Circuit Court of Appeals*. 169 Fed. 612.

**Warehousemen—Rights of Consignee.**—A warehouseman, receiving from a carrier goods for storage, on the refusal of the seller to receive the goods back on the buyer rejecting them, may deliver them to the seller, designated the consignee in the bill of lading, bearing on its face the words "not negotiable," in the absence of knowledge of any new right in one claiming under the buyer.—*Queen Mfg. Co. v. F. C. Linde Co.* Supreme Court of New York. 117 N. Y. Supp. 1032.

**Fire Set by Locomotive.**—In an action to recover for loss by fire alleged to have been set by defendant's locomotive, where the plaintiff shows that the sparks from defendant's engine communicated the fire to his building, but also that they were emitted by defendant's negligence, the question of negligence is for the jury.—*John Hancock Ice Co. v. Perkiomen R. Co.* Supreme Court of Pennsylvania. 73 Atl. 194.

**Limitation of Carrier's Liability.**—Provision in B/L that carrier shall not be liable for more than \$100 unless a greater value is expressed. Held, that the case was not distinguishable from the *U. S. Lacle Curve Mills v. Oceanic S. Nav. Co.* (D. C.) 145 Fed. 701, and the libellant is entitled to



recover the value of the lost case without regard to limitation of liability to \$100, as provided by the B/L.—Hohl v. Norddeutscher Lloyd, U. S. District Court, Southern District, New York. 169 Fed. 990.

**Passing of Title to Hay.**—Where the contract for the sale and purchase of hay fixed all the terms, and the stack of hay was selected from others on the seller's land, and the quantity of hay agreed on, and the buyer made a partial payment and removed a part of the hay, the title to the hay bought passed, though the seller retained possession of a part to secure full payment.—Lauber v. Johnston. Supreme Court of Washington. 102 Pacific. 873.

**Sale of Crops.**—A sale of a crop to be grown passes no title until the crop is grown, and notice given to the purchaser, or some act taken by the seller designating it as the article sold; but, if there are attendant circumstances from which the intention may be inferred that the property shall pass at another or different time, or under other and different circumstances, that intention will control.—Farmers Nat. Bank of Sheridan v. Coyner. Appellate Court of Indiana. 88 N. E. 856.

**Fire from Locomotive.**—Proof that defendant railroad company's locomotive threw out the fire which destroyed plaintiff's property constitutes prima facie evidence of defendant's negligence, but the mere facts that the fire occurred, and that the defendant's locomotive passed at about the time of the fire, do not raise the presumption that defendant caused the fire, or that it was negligent in setting out the fire.—Southern Ry. Co. v. Dickens. Supreme Court of Alabama. 49 South. 766.

**Notification of Non-Delivery of Message.**—A telegraph company was not negligent in not notifying the sending office within an hour and one-half after the receipt of a message of the failure to find the addressee, where it was first given to a messenger boy, who failed to deliver it, and upon his return the manager of the office made diligent effort not only during the next hour or two, but throughout the day to find the addressee.—Williams v. Western Union Telegraph Co. Court of Appeals of Kentucky, 119 S. W. 1186.

**Execution of Speculative Orders in Another State.**—To constitute a violation of Pen. Code 1895, art. 377, prohibiting dealing in futures in cotton, grain, etc., it must appear that accused conducted a business where future contracts are bought and sold in the state; and where the evidence shows that accused received offers for the sale and purchase of cotton and conveyed the same to a person in a sister state, where the contracts were accepted and the sale or purchase made, accused was not guilty.—Salmon v. State. Court of Criminal Appeals of Texas. 120 S. W. 427.

**Warehouseman's Contract to Insure Stored Rice.**—In an action to recover for loss sustained by the failure to fully insure rice left with defendant to be milled and sold, the allegations in the petition that in previous dealings with defendant, extending over a long time prior to the transactions complained of, defendant insured rice received, and did insure the present lot, or at least had charged plaintiff and other customers with premiums sufficient to cover full insurance thereon, are sufficient to admit proof of an implied contract to insure the property at its full value.—Broussard v. South Texas Rice Co. Court of Civil Appeals of Texas. 120 S. W. 587.

**Misdelivery by Carrier.**—A shipper, whose goods were misdelivered by the carrier to another carrier and transported to a wrong destination, was not bound to reduce the damages by reshipping the goods to the starting point and then to the proper destination, causing a delay of three or four weeks, rather than direct from the wrong to the proper destination, where under obligation to make prompt delivery, and also because the suggested action is more than required by the rule that plaintiff must use reasonable care to make the damages as small as possible.—Spiero v. New

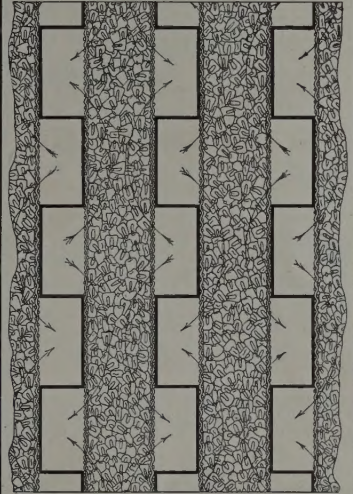
York Cent. & H. R. R. Co. Supreme Court of New York. 117 N. Y. Supp. 1039.

**Demurrage—Lay Days.**—A charter party for a steamship to be loaded with wheat for export at the port of Portland, Ore., provided that lay days for loading should not count during any time when the supply or bringing by rail to the port of loading of the intended cargo should be delayed by railway accidents or impediments or other hindrances beyond the charterers' control. The grain had been purchased and was stored at interior railroad points. There was a delay of several days beyond the charter time in loading, which the charterers claimed was due to their inability to obtain the forwarding of the grain by the railroads as speedily as demanded. It appeared, however, that, although they did not obtain shipments in as large volume as usual, it was not due to any accidents, or unusual conditions, and that they did in fact during the time the vessel should have been loaded receive more than sufficient to load her, which they shipped in other vessels also under charter to them. Held that the delay was proximately caused by the acts of the charterers themselves, and not to any hindrance beyond their control, within the exception in the charter.—Schwaner v. Kerr, U. S. District Court, District of Oregon, 170 Fed. 92.

**Sale or Bailment of Grain.**—A mortgagor of growing wheat caused it to be threshed and delivered by his employees to a grain company at its elevator. Prior thereto the mortgagor had obtained from the grain company sacks to hold the wheat after threshing and before transportation to the market, and their value was charged to the mortgagor on the grain company's books. The mortgagor gave the employees delivering the wheat actual possession thereof as his agents with ostensible power to sell it for his benefit, and he never repudiated their acts. When they brought the wheat to the elevator, the grain company's manager asked whose it was, and they stated that it was the mortgagor's, and, being asked if it was for sale or storage, said it was for sale. The wheat was then mingled with the other wheat in the elevator, which had been purchased, and the value thereof at the daily market price was placed as a credit to the mortgagor's account. The manager did not state a price for the wheat, but there was a general custom that, unless at the time of delivery it was stated that grain was to be stored, it was intended to be sold at the current market price for the day. Held a sale to the grain company, and not a bailment.—Fischbach v. Garrison Milling & Etr. Co. Supreme Court of Colorado, 102 Pac. 895.

**Negligence of Connecting Carrier.**—In Missouri there is a statute substantially providing that when property is received by a common carrier to be transported from one place to another, and where it issues receipts or bills of lading, it shall be liable for any loss, damage, or injury to such property caused by its negligence or the negligence of a connecting carrier to which such property may be delivered or from whose line the property may pass. Under this provision a contract was made by a railway company in Missouri for a through shipment of goods from a station in Missouri on its own line, and also over that of a connecting carrier, to a destination in this state, and, the goods not having been delivered, the railway company claimed that the loss occurred on the line of the connecting carrier, and that, because of a clause in the bill of lading purporting to limit its liability to loss or damage occurring on its own line, it was not responsible for the loss of the goods shipped under the contract. Held that, as the initial carrier contracted to carry the goods through to destination, it became liable under the statute quoted for the negligence of the connecting carrier, notwithstanding the clause purporting to limit its liability to the loss occurring on its own line.—Missouri Pac. Ry. Co. v. Baden. Supreme Court of Kansas. 102 Pac. 502.

## Three Facts about the Ellis Grain Drier



### THE ELLIS PRINCIPLE

¶ The grain is held in a perfectly even layer only 2½ inches thick. A 100 bushel drier presents a drying surface of 1260 square feet.

¶ The air currents enter the grain layer from both sides forming an air cushion and then pass both upwards and downwards; thus uniform drying is assured.

¶ Each bushel of grain is subjected to 260 cubic feet of air per minute.

¶ The Ellis Principle has made possible the only commercially successful cold air drier on the market.

Write us for a booklet.

**Ellis Drier Co.**  
POSTAL TELEGRAPH BUILDING  
CHICAGO



**Effective Fire Loss Reducers.**

The Millers National Insurance Co. has compiled data showing the experience of its policy-holders with "three good things" during recent months. Owing to the fact that policy-holders heeded the warning of the company and installed buckets and barrels of brine, chemical fire extinguishers, stand pipes and hose, the properties of at least eight of these policy-holders are still standing and in operation, and inasmuch as most of the insurance on these properties is carried in mutual companies, the policy-holders of the mutual companies are \$358,000 to the good. Through the use of simple apparatus for extinguishing fires in their incipency, these properties were saved with but a loss of \$841. The facts and the companies' conclusions follow:

**Ionla, Mich.** Fire at 8:00 a. m., caused by sparks from chimney falling on shingle roof. Put out with buckets and water from barrels on top floor, the only fire protection. Loss, \$25. Insurance involved, \$11,000.

**Lamar, Mo.** Fire at 2:00 p. m., caused by hot box on a separator in the top of an elevator attached to mill. Fire protection, barrels of water and buckets, hand grenades and stand-pipe and hose. All used to put out the fire. Loss, \$72.32. Insurance involved, \$15,000.

**Madelia, Minn.** Fire at 2:00 p. m., caused by ignition of dust in coils of radiator used with wheat dryer. Put out with buckets of water. Loss, \$50. Insurance involved, \$98,000.

**Schuyler, Neb.** Fire at 4:00 a. m., caused by hot box on scourer. Fire held in check with buckets of water until stand-pipe and hose could be brought into action. No outside help. Loss, \$268.56. Insurance involved, \$153,500.

**Lutesville, Mo.** Fire at 6:30 a. m., caused by miller putting lighted lantern in flour bin, which ignited flour dust, causing an explosion, followed by fire, which was put

out with buckets of water. Loss, \$22.55. Insurance involved, \$10,000.

**Vining, Kas.** Fire at 10:00 a. m., caused by explosion of bi-sulphide of carbon in a bin of wheat of elevator, from a lantern in the hands of the man treating the wheat. Put out by chemical extinguishers. Loss, \$25. Insurance involved, \$11,800.

**Brown City, Mich.** Fire at 2:30 p. m., caused by friction of wood pulley in the boot of an elevator. Fire put out with buckets and one-half barrel of brine. Companies interested had required the removal of all wood pulleys in elevators and iron ones to replace them were ordered, but not put in until after the fire. Loss, \$295.31. Insurance involved, \$24,000.

**Pontiac, Ill.** Fire at 2 a. m., caused by spontaneous combustion of dust which had lodged in a ventilator flue. Assured states "the fire was discovered by the watchman, who put out the fire with buckets which we had convenient to the spot with an abundance of water on hand. The watchman did not have to use the chemical extinguishers at all, and the hose was rendered useless before he could get it out of the way." Loss, \$33.24. Insurance involved, \$35,000.

This makes a total of eight losses in six months, involving insurance of \$558,300, with a loss of but \$841.98, a saving of over a third of a million dollars to the companies interested, to say nothing about the loss that would have fallen upon the assured by reason of under insurance and loss of business, had the property been totally destroyed in every instance, as would have undoubtedly been the case but for the timely use of the apparatus with which the fires were extinguished.

As 90 per cent of this insurance was carried by mutual insurance companies, the saving in assessments is most significant, and appeals to the self-interest of every mutual policy-holder.

A word about the cause of these fires may not be out of place. With the pos-

sible exception of the first, they all were due to carelessness or neglect; that is to say, preventable; not properly chargeable to the "Providence of God" or the warning of the elements; but just such causes as are likely to start a fire in any mill, elevator or factory any day in the year, unless the utmost vigilance is exercised.

Hot boxes are due to the lack of oil or improper adjustment.

Ignition of dust cannot occur where strict cleanliness is observed.

The sticking of a lighted lantern in a flour bin, at this late day, after all that has been said and written on the subject, and the numerous fatal accidents and disastrous fires that have followed the practice, implies a woeful ignorance or lack of wit.

This observation applies with almost equal force to the handling of bi-sulphide of carbon, as in the Kansas case.

There are many good people who profess to believe that no harm can come from the use of wood pulleys in the heads and boots of elevators, at the low speeds which usually prevail, but since the experience of insurance companies has compelled them to refuse to write risks where this kind of equipment is allowed, this serious hazard is rapidly disappearing.

Spontaneous combustion is another cause of fire, which is sometimes questioned, but the well-authenticated case here given shows that this is one of the hazards everywhere present when the utmost care is not used to prevent conditions that make it possible.

Argentine exports of wheat from Jan. 1 to Aug. 9 have been 89,672,000 bus., against exports for the same period last year of 121,570,000 bus.

## FIRE INSURANCE A Few Things Worth Knowing About the Millers' National Insurance Company

THE thirty-third annual report to policyholders of the Millers' National Insurance Co., just issued, shows that while the losses were the largest it ever sustained, it made the greatest increase in business in its history.

It also made the lowest assessment it ever made, same being 6 per cent for the year, or only 30 per cent of the annual rate, equal to a 70 per cent saving on the basis of a cash premium for the rate charged. The total

cash assets of the company are \$1,512,426.14, and the total liabilities are \$582,259.15, leaving a net cash surplus of \$930,166.99. Risks in force December 31, 1908, \$46,809,-154.03, an increase during the year 1908, of \$6,468,383.07. Losses paid since organization, \$6,054,303.83.

If there is anything more convincing desired by millers or grain dealers who are looking for inexpensive and safe insurance any one of the following officers, directors or agency managers will be pleased to give it.

**OFFICERS**

C. H. SEYBT, President      C. B. COLE, Vice-President  
M. A. REYNOLDS, Secretary      F. S. DANFORTH, Ass't. Secretary

**AGENCY MANAGERS**

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H. M. GILES, Minneapolis, Minn., Northwestern Agency.  
CHAS. H. RIDGWAY, Kansas City, Mo., Southwestern Agency.  
E. K. SCHULTZ, Philadelphia, Pa.

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**MILLERS' NATIONAL INSURANCE CO.**  
No. 205 La Salle Street      CHICAGO, ILLINOIS



# Fire Insurance Companies

ORGANIZED 1883

## The Western Millers' Mutual Fire Insurance Company

CHAS. H. RIDGWAY, Secretary.

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses, and contents.

ORGANIZED — 1907 — INCORPORATED

## Western Grain Dealers' Mutual Fire Insurance Association,

Des Moines, Flynn Bldg., Iowa

Insures Elevators, Warehouses and Contents Exclusively.

Correspondence solicited.

GEO. A. WELLS, Secretary.

ORGANIZED 1878

## The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

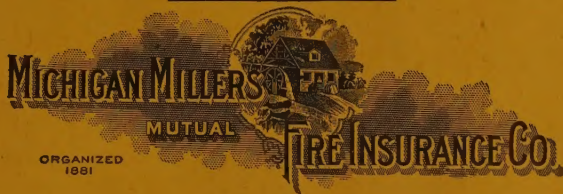
Insures Elevators, Mills, Grain Warehouses and Contents of same at cost

Insurance in force, - - \$13,920,249.80  
Cash Surplus, - - - - 329,927.51

GEORGE POSTEL, Prest.  
A. R. McKINNEY, Sec'y,

Address all Correspondence to the Co., at Alton, Ill.

### THE OLD RELIABLE



ORGANIZED 1891

LANSING, MICH.

INSURES ELEVATORS AND GRAIN

PERMANENT OR SHORT TERM POLICIES

### If You Want

regular country shippers to become familiar with your firm name, place your "ad" here.

## Mill Owners' Mutual Fire Insurance Co., Des Moines, Iowa

Organized 1875

INSURES MILLS, ELEVATORS, WAREHOUSES and CONTENTS

Net Cash Assets.....\$261,480.33  
Losses Paid.....\$1,473,780.50  
Saved to Policy Holders.....\$1,909,196.60  
J. G. SHARP, Secretary

## GRAIN INSURANCE.

Grain in the elevator is the same as cash deposited there instead of in the bank.

Its loss by fire is ten times more liable than loss by bank failure.

A grain loss is destruction of working capital, made worse if a portion is borrowed.

A full insurance protection is needed according to the value on hand.

Insurance should vary according to the value without heavy short rate charges.

The country grain dealer gets the best service and lowest cost through the open policy of the



INDIANAPOLIS, IND.

For particulars write at once to

C. A. McCOTTER, Sec'y

ORGANIZED SEPTEMBER 1897

## GRAIN SHIPPERS' MUTUAL FIRE INSURANCE ASSOCIATION

IDA GROVE, IOWA

Insurance in force . . . \$7,355,000.00  
Losses paid to date . . . 448,000.00  
Saved to Policyholders over . . . 250,000.00

No Premium Notes.

We write Fire, Lightning and Tornado Insurance for long or short term.  
MEMBERS' LIABILITY LIMITED. F. D. BABCOCK, Sec.

## Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives it to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

## Grain Dealers Journal

255 La Salle Street,

CHICAGO, ILL.



# The Belting

in your elevator handles all the grain;  
get the kind

That Wears the Longest

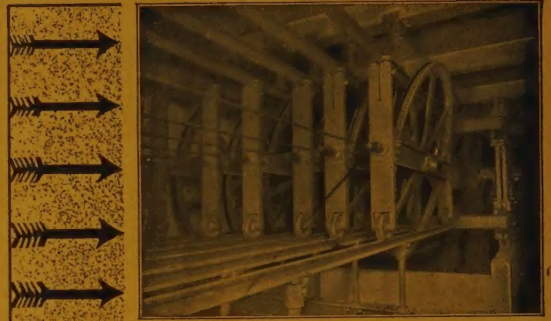


Made by

**The Gutta Percha & Rubber Mfg. Co.**

224 Randolph Street, CHICAGO, ILL.

Samples and Prices on Application.



Hope Drives installed in \$3,000,000.00 Flouring Mill Plant of Hecker-Jones-Jewell Milling Co., New York City.

## WEBSTER

### MACHINERY FOR

Grain Elevators and Flour Mills has experience and reputation behind it. By its use materials are handled quickly, cleanly and economically.

Spiral Steel Conveyors  
"Acme" Elevator Buckets  
Friction Clutches

Chain Belting  
Rope Transmission  
Shafting, Pulleys  
Gearing

### Webster M'f'g Co.

Main Offices and Works, 1075-1111 W. 15th ST., CHICAGO.

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### ADJUSTABLE TROUGHING CARRIER WITH INDEPENDENT RETURN ROLLS

This device supersedes everything of its kind at present in use, because independent Return Rolls are furnished.

The troughing rolls are adjustable to any angle and run on a hollow perforated steel shaft fitted with special compression grease caps of unusually large capacity. Bearings for the horizontal roll shafts are oscillating and are made in any desired style.

For heavy service this carrier is unequalled. Used in connection with Weller-Made belt conveyors they handle a wide range of materials with every satisfaction.

Send for 510 page Catalog.

**WELLER MFG. COMPANY**  
CHICAGO



### A Reason Why

It's no disgrace to have "come from Missouri," but it's a reflection on you to be so prejudiced that you always "have to be shown." Common sense teaches to profit by the experience of others.

### A Day Dust Collector Reason

It saves power in operating your cleaning machine.

One of our customers who has three collectors installed in Indiana, writes under date of June 22, 1909: "Our head miller says he wouldn't have them taken out for \$1,000 and go back to the old cloth machines again."

For other reasons write to

### THE DAY COMPANY

1118-26 Yale Place

Minneapolis, Minn.